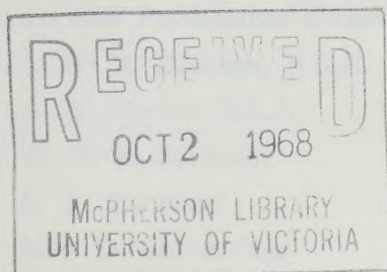


THIRTY-EIGHTH ANNUAL REPORT

of the

WATERLOO HISTORICAL SOCIETY



NINETEEN HUNDRED AND FIFTY

COUNCIL

1951

President

Mrs. T. D. Cowan

Vice-President

Miss E. Seibert

Secretary-Treasurer

P. Fisher

Local Representatives

Kitchener—H. L. Staebler

Galt—J. M. Moffat, Miss Glen Thomson

Preston—F. H. Pattinson

Hespeler—Miss M. Clemens

New Hamburg—O. A. F. Hamilton, B.A.

Ayr—Mrs. J. E. Whitson

Elmira—Miss L. Klinck, M. E. Duke

New Dundee—F. E. Page

Blair—H. Urstadt, Mrs. L. Tilt

N. Dumfries Twp.—W. C. Barrie

Waterloo Twp.—Mrs. Lorne Weber

Museum and Publication Committee

F. W. R. Dickson, B.S.A.

A. W. Taylor, B.S.A.

W. H. E. Schmalz

E. F. Donohoe

Miss D. Shoemaker

Miss E. Cressman

CONTENTS

Secretary-Treasurer's Report	5
The Pioneer and His Chattels	7
Mackenzie King, An Appreciation	10
Settlement of the Didsbury, Alberta, Area	13
The Dickie Settlement, Then and Now	21
Dickie Settlement School	22
Cedar Creek and Dickie Cemeteries	28
Bridgeport, a History	30
History of St. Andrew's Church, Galt	37
St. James' Evangelical Lutheran Congregation, Elmira	38
St. Peter's Church, Berlin, now Kitchener, Ontario	41
The History of Riverside School, North Dumfries	45
Diary of William Lang, 1875	52
Excerpts of Pollitt Letters	53
Barnabas and Magdalena Devitt, Obituaries	57
Brief Biographies	58

SECRETARY-TREASURER'S REPORT

As in other years, your executive has carried on the Society's work. Chief item was the preparation of the material for the 1949 report, and printing of the same.

In his address at our last annual meeting, Major Barnett referred to the worthwhile work of preserving local history in all its aspects and in particular to relationship between the locality and points of origin of its settlers.

Major Barnett urged the study of the Mennonite trek from Pennsylvania, the subsequent trek of Mennonites and others to Southern Manitoba and to Saskatchewan and Alberta. He stressed the value of local history in its relationship to national unity and the research into all phases of its local history.

We are pleased that the papers presented are stressing the study of the pioneer activities and the part played by the pioneers from this County, who overcame successfully the trials and difficulties in the settlement of the Didsbury, Alberta area.

The Society welcomes research by local historians and every effort should be made to place on record the story of county history before those who have the information shall have passed away.

Grants from the larger municipalities are being continued. These funds, together with the fees from our members help, to cover our expenses.

In this connection it is worth pointing out that our membership could be greatly increased if each member secures one or two new members and thus help to make the Society better known.

The Society is greatly indebted to the Kitchener Public Library Board and expresses appreciation of the accommodation provided for our Museum collection and supplying light and heat free and to the municipalities who have over the years made money grants, thus making it possible to carry on the Society's work.

FINANCIAL STATEMENT

WATERLOO HISTORICAL SOCIETY

Receipts:

Balance on hand January 1st, 1950	\$ 210.
Members' Fees Collected	152.
Sales of Reports	40.
Bank Interest	3.
Grants:	
City of Kitchener	\$ 50.00
City of Galt	25.00
City of Waterloo	30.00
Town of Preston	15.00
Town of Hespeler	10.00
County of Waterloo	60.00
	190.
	\$ 597.

Disbursements:

1949 Report	\$ 154.44
Printing	4.50
Postage and Phone	4.50
Curator and Janitor Service	51.00
General Expense	23.30
Secretary	75.00
	312.
Balance	\$ 284.

THE PIONEER AND HIS GOODS AND CHATTELS

By Jean H. Waldie

President, Ontario Historical Society

I like to think of history as a collection of stories, stories of families, stories of hamlets, of villages, towns and cities. Woven all together in a giant tapestry, they form the history of the Province of Ontario and of the Dominion of Canada. Some of the most interesting stories of all time are true stories of pioneer days.

You need only to turn to the history of this County of Waterloo to find many colorful and thrilling tales, equalling any fiction.

Let us picture a typical pioneer arriving in the wilds to set up a home for himself and his family in the forest wilderness, where the silence is broken only by the calls of woodland birds, the chirping of small game and the howling of wolves.

He has come to the end of a long and wearisome journey, travelling perhaps by boat, by oxcart, on horseback or on foot, bringing with him a few precious household effects. Together with other goods which found a place in pioneer life, many of these mementoes and relics of the past have been preserved in the local museums throughout the province. Thus, I have taken as my subject, "The Pioneer and His Goods and Chattels."

Before the pioneer could build a primitive log cabin, he had to set to work chopping down trees to make a clearing and burn great piles of brush.

He had to use his ingenuity to cope with the many problems and difficulties which faced him in making a home for his family, in sheltering them from the dangers of the wilds, in providing food and clothing and furnishings for the humble dwelling.

Few people of these modern days realize the difficulties of the early years. Lest anyone minimize the hardships of olden times, reference should be made to those days when ox-team was the only conveyance by which the settler travelled through the dark passages of forest undergrowth.

Packs of wolves howled about the farmyards. While bears were perhaps not as dangerous to human life, they were often responsible for damage to property, carrying off a stray pig, or damaging a hive of bees or a patch of corn.

Salt pork was a staple in the larder. Passenger pigeons, now extinct, were numerous in the old days and Indian corn was at first the only grain grown.

Spinning wheels, dishes, wreaths of hair, wool, feathers or seeds, pressing irons, coverlids, cradles — these and many other mementoes from the past have been collected by local historical societies and other groups and organizations throughout the province. The problem facing many of them today, however, is that of securing suitable museum accommodation, where such things may be preserved for posterity and shown to best advantage.

For example, take that of the Brant Historical Society in Brantford. For many years, this Society's museum has been housed in a large room on the lower floor of the Brantford Public Library. But now, (November, 1950), in view of the expanding needs of the library and the ever-increasing size of the museum collection, the museum is seeking a new home.

A fund has been established with a view to purchasing a large home to permit adequate displays showing the visual story of the district's colorful past. At the same time, space would be provided for meeting rooms and work studios for various cultural and kindred organizations.

In the Town of Simcoe, the Norfolk Historical Society is exceedingly fortunate that a commodious house in an excellent location was bequeathed for museum purposes by the late Mrs. Eva Brook Donly, together with a substantial endowment. The Town of Simcoe provides a yearly grant of \$1,000 for maintenance of the premises and grounds and, in 1950, the 50th anniversary year of the Society, the Norfolk County Council lent similar aid.

It is gratifying to see the municipalities showing this tangible interest in their historic past. Further evidence of this is shown in the fact that, in Woodstock, the Oxford Museum, housed in the city hall, itself an historic landmark, is substantially supported by city and county councils.

In Goderich, the historical committee of the Huron County Council arranged to lease the Central Public School building there from the Goderich Public School Board, to be used as a museum, beginning in October, 1950. In addition, the council purchased from J. H. Neill, of Gorrie, his collection of relics at \$4,000, as a nucleus for a county-wide collection, and appointed him as curator.

In the opposite extreme is the Lincoln County Historical Society in St. Catharines. When the Ontario Historical Society's annual convention was held there in June, 1950, A. E. Coombs, president of the Lincoln Society, had the rather painful duty of telling the delegates that they would be unable to view any local relics as St. Catharines had no place to display them and they were stored in boxes in the Lake Street Fire Hall.

Every person in the community has a function in historical development. People in all walks of life and of all ages, from the boy who learns in school of personalities and events of the past, to the great-grandfather, who finds pleasure in his declining years in recounting stories handed down through the generations.

People interested in the cultural side had an important role to play in arranging research and in verifying the authenticity of historical sites and landmarks. Business people should become interested when they see a volume of people being attracted to an historical site, for such people represent a sales potential to the business man.

The public in general should be aware of history's value in order that they may co-operate in providing money for historical development and assist in guiding interested visitors to historic spots.

Historic sites, and in this term I include local museums, have a three-fold role to play — namely educational, stimulating civic pride and attracting tourists.

It is the responsibility of every man, woman and child to assist in whatever way he can to discover and preserve historic mementoes and curios, papers and records, which reveal this country's past. We can only meet the future with a thorough knowledge of the past.

The publication of an annual volume, such as that of the Waterloo Historical Society, is a very worthwhile contribution to the historic annals of the individual county and to the province as a whole.

MACKENZIE KING

By H. L. Staebler

The passing on July 23rd, 1950, of this distinguished Canadian whose career spanned the greater part of this turbulent half century, is an occurrence of more than ordinary concern to his fellow citizens of this county for he is its best known native son as also of its county seat, the City of Kitchener. The spot where he first saw the light of day is now the site, on Benton Street, of the Pentecostal Tabernacle. The father of the future Premier of Canada, John King, was a member of the legal profession and practised here till the middle "nineties" when he received an appointment to the staff of Osgoode Hall, Toronto. The mother, Isabella King, was the daughter of William Lyon Mackenzie who won an undying place in Canadian history for his championship of responsible government in the early half of the nineteenth century. In 1834 the town of York became incorporated as the City of Toronto, and at the age of 38 Mackenzie was elected as its first mayor. "Billy" King, as he was known locally, boasted of his maternal ancestry, as I can testify, being a fellow student of his during both his public and Berlin High School days. We did not, of course, take this prophecy seriously and in derision, frequently dubbed him "the rebel", as his grandfather had been thusly labelled at one stage of his career. John King, the father, having been an active Liberal party member, it is not surprising that "Billy" unconsciously absorbed a flair for politics, this being probably an important factor in his entry into that field in later years.

The King family's home site was not fixed during its sojourn here. There was a move to Margaret Avenue for a period and then finally to Spring Street—"in the country," one would have said in those days. The house was situated in the midst of a grove of fine upstanding timber and approached by a winding road. I recall a charming summer evening party there, the trees festooned with Chinese lanterns. It was a children's affair ending with an invitation to me for an all-night stay and in which I shared with "Billy" not only his bedroom but his bed. Mrs. King, I recall, was a most gracious hostess, putting us all at our ease,—and that seems to be my most vivid recollection of that incursion into the King family circle. Space forbids a recital of many episodes in the early school life of that very active young fellow, "Billy" King.

There was no lack of mischief intermingled with his activities both in the class room and on the playground, in other words just a normal boy, although a tendency to assume lead-

ership, in the light of later achievements, was significant, to say the least. As a high school student, King showed no unusual aptitude, with the exception, perhaps, in English and History. However, as a debater in student assemblies, he put us all in the shade, his easy style of delivery and the ability with which he handled his subject matter would have done credit to an old campaigner. All of the foregoing does not prepare one for the brilliant career upon which King entered, following his matriculation (junior) from Berlin High School in 1891 and enrollment at Toronto University in Arts, and specializing in Political Science. I often marvel at the complete right-about-face which now took place in King's habits as a student. Nothing in my previous intimate relations with him gave any inkling of it. His very first year at University placed him in Scholarship standing, so methodically had he applied himself to his tasks. This high standard of scholarship was maintained through to graduation. During this period, there grew a brief interest in journalism, during which he worked for The Globe, The Mail and Empire and The News. It was at this time that Mackenzie King became interested in social welfare. Having won a fellowship in political economy at the graduate school of the University of Chicago, he entered on studies there, of working conditions in industry and exploitation of immigrant labor, including sweatshops, and wrote a thesis on this for the University. Returning to Toronto in 1897, he began a series of investigations of similar conditions in that city and which were published in The Mail and Empire.

At this stage, King made a most fortunate contact through his father, namely the Postmaster-General, Hon. William Mulock, later Sir William. This soon ripened into friendship and mutual confidence. So interested was the Postmaster-General in Mackenzie King's investigations that he introduced in the House of Commons, the Fair Wages Resolution which embodied King's suggestions for the curbing of sweatshop conditions. In the natural course of events came the idea for a government department of labor, soon to follow.

Next we find Mackenzie King at Harvard University where he won a travelling fellowship which took him to Europe for the further study of labor and social problems. While there, Harvard offered him a position, followed shortly by a cable from the Postmaster-General offering him the post of Deputy Minister in the newly-opened department of labor. This he finally accepted in September, along with the editorship of the first Labor Gazette. More than forty labor disputes were settled during Mackenzie King's term of office as Deputy Minister of

Labor. I remember one of these when living in Fernie, B.C., when a prolonged coal mining strike was settled shortly after King's arrival on the scene. During this period of King's career, important labor legislation was passed, and some of it, copied and enacted in the United States and Great Britain.

The year 1908 saw an important change in Mr. King's Parliamentary status. This was a Dominion election year and with Sir Wilfred Laurier's blessing, he resigned his post as Deputy Minister of Labor. He obtained the Liberal nomination in North Waterloo, winning the subsequent election by a majority of 263 over Richard Reid, the Conservative candidate whose discipline as a former public school teacher was well known to the winning candidate. Harold Dingman, who so ably and concisely, sketched our deceased Premier's career in the Globe and Mail of July 24th, 1950, referred to Mr. King as "a hometown boy ringing doorbells and making good," in reference to his first campaign.

Sir Wilfred Laurier's influence was not sufficient in the 1911 election to bring the contest to a successful conclusion for his favorite Cabinet Minister as the whole Liberal Party went down to defeat on the Reciprocity issue. Doorbell ringing in the hometown was not entirely absent this time as I well remember. My residence was only a short distance from Mr. King's campaign headquarters, a lovely furnished home on Queen Street North, Berlin, and which was loaned to Mr. King by the late Mrs. Heather. On the night before the election, my doorbell rang and on answering it, I found myself facing my boyhood friend, the future Premier of Canada. "He was making his last call," so he affirmed, "so that he could make sure of my support at the polls on the ensuing day. Knowing my political affiliations, would I forego these, just for 'auld lang syne,'" — which I did! This is one of my choicest memories. A memorable life lay ahead for this boyhood friend of mine, a seemingly rapid panorama of events as we look back on them now, his elevation to the leadership of the Liberal Party following the death of Sir Wilfred in 1919, Leader of the Opposition, the same year, Prime Minister in 1921, inherited Laurier House on the death of Lady Laurier, living there in lonely bachelorhood until his death. The highlights of this career are too well known, as also its political vicissitudes and successes, to include in a narrative of this nature.

Mackenzie King in his closing years no longer belonged to Canada. The widened horizons brought about by aviation, with its attendant dangers, inevitably widened his political con-



W. L. M. KING

tacts, accelerated conflicts, facilitated world friendships as well as enmities. In his record breaking term as head of our Government, even Mackenzie King's opponents cannot but admit that he steered us, perhaps a bit too cautiously at times, but nevertheless successfully through many troubled waters, both national and international. The flood of tributes which converged on Ottawa from all quarters of the globe following his decease bears testimony to the quality of his leadership. We are too close to this life to know what its major contribution may have been to Canada and its future in the comity of nations. Shedding extreme partisanship for the moment, we can at least join in admiration of a singularly fruitful career, and of a character tenacious in purpose to the last, in spite of failing bodily vigor. The steadying nature of Mackenzie King's leadership during the difficult war years has not yet been fully appreciated. No head of government could have been more beset with acute problems,—internal, due to the bi-racial character of the Canadian scene and multiplying partyism;—international,—with all the important governmental decisions to be faced in a war torn world. For this unflinching dedication of his scholarship and ripe experience in Canada's most difficult and critical years, when retirement would have been the easier and personally more welcome course, Mackenzie King's place in history will be linked with other notabilities associated with the momentous events which have taken place in this first half of the twentieth century.

"Requiescat in pace" — Mackenzie King!

THE PART PLAYED BY IMMIGRANTS FROM WATERLOO COUNTY TO THE DIDSBURY, ALBERTA, SETTLEMENT IN 1894

By M. Weber

The depression of the early nineties had been responsible for a great deal of unrest among the less well-to-do citizens of the central part of Canada. The prospects for getting land for homes for sons and daughters had vanished considerably with the price of land advancing, due to settlement. Mr. Jacob Y. Shantz who had in former years located colonies in Southern Manitoba under the Sir John A. MacDonald Government and who had been constantly in touch with Western Canada, again made ways and means for further settlement of the prairies.

In 1893 he made his twenty-sixth trip to the West during

which he scouted the Alberta Territory and found the country between Calgary and Edmonton awaiting development.

The rich black soil with grass knee high, with creeks and rivers of clear water, with coal deposits and timber in the foothills of the Rocky Mountains and along river banks; with water power from the fast flowing streams together with man's muscle and brain power, plus faith in God whose country it is, was the inspiration which led Mr. Shantz to believe it could become a world factor in agriculture and industry within less than half a century.

Having surveyed numerous other parts of the West he concluded to make Didsbury-to-be his choice for a new settlement. The railway had been finished the previous year and was offering bi-weekly service with six to seven small freight cars and a slat seat smoker on the rear. There was a railway siding with a cattle chute and a small platform made of slabs; a plank one foot wide by six feet long was nailed to a telegraph post and marked what was Didsbury-to-be, fifty miles north of Calgary with a sea of open prairie between. To the east and to the west likewise was a sea of prairie dotted with a number of bluffs and nothing but the sky above.

There was a trail from Calgary to Edmonton made and used by the early settlers to the north and the Indians going from one reserve to another. Ranchers had squatted along creeks and where springs were available in more distant sections to the west.

After contacting the Government, Mr. Shantz arranged to build an immigration shelter twenty feet by one hundred feet, one storey high and dig a well and build a stable for several head of stock. For this service the Government gave him a title to a quarter section of land, for which a home-steader paid ten dollars. After having his land sub-divided into small plots and lots, among which was a cemetery that he donated to the district and town-to-be, he left for the east and rounded up a number of enquiring citizens who were his prospects, some in Markham Township, some in Michigan but more numerous around and in Waterloo County. Among these were some of his own children and grandchildren and close of kin. On April the 10th, 1894, seven car loads of settlers' effects and a slat-seat colonist car were ready to take off on a twenty-three hundred mile trip.

Crowds of friends and relatives had gathered at the Grand Trunk station platform amid slush and rain to sing and say good-bye for ever, as they thought. (Yes! they even might die and have to be brought back!)

The sentiment expressed by some of the friends were none too favorable toward Mr. Shantz, blaming him for exporting some of the best citizens into a country designed for buffaloes and Indians.

The slush and rain continued till we got to the vicinity of Sudbury. En route near Gravenhurst one of the freight cars had to be re-loaded in part, as one of the horses broke loose and stampeded the car. The car was spotted at a platform and all hands in the company were summoned to help. Cows and horses were taken out and individually held by us amid the slush and falling snow flakes. At this point, one of the men remarked "What would now happen if an engine came along." It was no sooner said than it did happen. Like an explosion, cows and horses shot into the unknown steam, light and whistling confusion and got mixed up with cars standing near the platform which was about four feet high. It was rather difficult to take this height all in one step. After the occasion had become more normal, we took stock of affairs and fortunately, no one was seriously hurt. One horse had escaped into the dark unknown but was found amid rocks and brush the next day. The trip otherwise was uneventful and after eight days of railroading and lurching out of baskets and boxes we were glad to hear the drowsy brake-man call out "Didsbury" at three o'clock in the morning and switching the so-called "Mayflower" into the siding.

At day-break unloading of effects was well under way and our new surroundings were sized up. A new interpretation of life had begun. A new out-look was pending. A greater challenge was facing us with less facilities to meet it and settling in a new environment where everything had to be provided first. Could we make a new country and do it right? It was either make or break. All our resourcefulness now had to be brought to the surface and thrown into the great jackpot of endeavor. How long could we hold out?

After a few days of unloading and dividing the shelter into compartments with blankets, curtains and "what have you," we started to look for the iron stakes that indicated our homesteads. These stakes were surrounded by four square holes about a foot deep. A stake with Roman numerals cut into it gave us the directions in which the quarter section lay. In many instances these holes were grown over with grass and brush. We had no compass. At that time we had not learned how to use the sun as a guide to the south at twelve o'clock, correctly, so

we had to do much extra walking to find our stakes. (Our time division is about 60% off centre.) We were supposed to take nine hundred steps to the quarter section in length but we did not always hold to the right direction. There was nothing to guide us so we had to do the next best thing. In one instance we left a tent three miles out where buildings were to be placed. The tent was burned a day later in a prairie fire that swept the miles of prairie so exposed.

Four days after our arrival we were threatened with the fire mentioned above and by Sunday morning we found it necessary to hitch horses to plows and make additional protection to safeguard our effects and also a bit of pasture. Everybody went out to assist in back firing from the plowed furrow, but very often the wind picked up a bunch of burning grass and threw it over our heads behind us. It was a hot job, besides the choking smoke and ashes from the grass were anything but pleasant. Nevertheless, in the evening we held a thanksgiving service. This was our first initiation; it prepared us for further pioneering events. The prairie was now one sea of blackness and with a wind following for days there was a continuous cloud of ashes and dust.

About ten days had passed in the usual attempts to make headway in settlement, when six inches of snow halted operations for a few days. It was a great help to bring along fresh pasture.

The summer was well used in the breaking of land, building of shacks and houses and digging wells. Anything from a sod stable to a log shack with sod roof served its purpose; except when it rained heavily the sod roof was responsible for a general setting of dishes and umbrellas in the shack. It would usually rain inside of the shack a day or so after the sun shone outside.

When log shacks were put up, most of the men in the settlement were called to help and four good axe-men had to build a corner each, while the others brought logs to the building and, in a good day's work, a one-storey shack was raised.

We had no blacksmith shop closer than ten to thirteen miles according to our location. We used to walk nearly two miles to the railway track to pound out our steel plowshares cold, but finally they became too thick to cut properly and for the first summer it meant walking with plowshares to the distant shop as we had no pony to ride. The oxen needed rest.

In the fall of the year we had to look for potatoes for the winter and so on the 6th of November Mr. Ephraim Shantz and I went to Innisfail, a distance of thirty miles, to get a load for a number of families. The day going was a typical Indian summer day. The next day coming home was a typical snow storm with zero weather following by night. The going was exceedingly heavy and for six miles we had no trail and it was dark. At ten o'clock we arrived home but most of the potatoes were frozen; so we had sweet potatoes all winter.

After winter had set in we prepared to go to the poplar and spruce bush to cut rails, logs and posts. We had no sleigh, so we cut crooks of trees and hewed them to runner-size and with cross-bunks secured to the runners. We finished a sleigh that answered a real need. We camped in the bush and cut and hauled part way homeward and then from there we could haul daily as occasion permitted. It was twenty miles. There was little meat in the settlement but we had plenty of prairie chickens and bush rabbits.

To earn the extra dollar we went to work on a ranch in haying time. To save dollars we exchanged work when ever possible. For bush work we wrapped gunny sacks with binder twine or hay wire around our feet, as overshoes and socks did not last long.

In 1895 Mr. Hunsperger and J. B. Shantz decided they would go to a coal mine sixty miles across the prairie to the east and provide coal as a supplement to the wood for cold nights. They had no trail to guide them and after two long days of searching decided to turn back as they had found no clue to the mine. This trip required four days of rough riding over the prairie and no coal. This is but a sample of pioneering that always has to be charged to experience, with no time and a half for over time, a round trip of one hundred and twenty miles. The first consignment of butter and eggs we took to Calgary for exchange of supplies met a poor reception. Strangers in the stores and little demand at the time forced us to bring back our hard worked-for-goods, a round trip of one hundred miles with poor results. This, however, took a sudden turn when merchants had heard of the Dutch settlers of Didsbury and from then on there were no more returned goods but instead, an invitation to send all we had to spare.

These trips used to take three full days of twelve hours each with a team of horses. By train to Calgary it almost took three days and a ticket cost \$5.00 return, so we preferred to save the money and take our lunch and sleep in the livery barn.

By 1896 more settlers came and the immigrant shed was very often occupied so that it was not very pleasant to have church service there. The sentiment grew that a church should be built for services. In the winter a number of logs were cut and a "bee" was made to haul the same. Likewise, another "bee" to hew and score-hack. Labor was furnished gratis in most cases and enough donations from various sources had come in so that by the fall of 1896 the dedication was made. The log church stood as a land mark as there was no church closer than ten miles to the north and fifty miles to the south with nothing anywhere east and west.

In the same year several new comers came, among them was E. Sherrick, a blacksmith. He built a sod shop on his homestead and set up his forge. It helped in many of the minor jobs, and we were glad for the service.

In the year 1896 there still were not enough children of school age to form a school district under government supervision. Every other section belonged to the railway company and could not be homesteaded. Besides there were a number of bachelors interspersed so that together with odd sections of Hudson Bay Company land and one section reserved in every township to be sold later and proceeds used for educational purposes, all this spread the school age pupils far apart.

It was at this time that Ephraim Weber, who had Ontario papers, came out from the east for his health and a private school was established in one end of the immigrant shed. The average attendance being from six to eight pupils at a cost to parents of ten cents per day per pupil in attendance, with a day's wage running as little as sixty cents and as high as eighty cents. In one instance a family had three boys attending and the account ran beyond the father's ability to pay, so he offered to cut a grindstone out of native sand stone to pay for tuition. What did a teacher want with a grindstone? One account is still charged.

The settlement kept on improving; crops were increasing in acreage every year and although frost and hail sometimes came in for its toll, nevertheless stock was gradually increasing. The horses, dairy cows, chickens and hogs were now strong enough to provide the livelihood of the settlers. There was always plenty of feed even with hail and frost.

There had been very few culverts or bridges built. Creek crossings were at a premium. So in 1898 a Municipal district was formed with Mr. Elias Shantz as its overseer. This set-up cost the settler \$2.00 per quarter section of one hundred and sixty acres.

In the latter part of September, Mr. Shantz died while in church reviewing the Sunday School lesson and was the first to occupy a grave in the new cemetery. Following his death his son Jerry was appointed in his stead.

Fences had begun to block trails and the surveyed roads now had to be made passable.

A school district was also formed covering an area of five miles square. This was three miles from the town site. The school was built the following year.

Threshing the grain that had been grown was another problem that had to be met. A second hand Waterloo separator and horsepower were purchased from Manitoba and after some minor repairs threshing was begun the second year. The following year the crop was heavy and tough in many instances and resulted in a broken gear. This caused a great delay as a new gear had to be shipped from the Waterloo foundry. By the time threshing could be resumed it was winter and to drive stakes into frozen ground, hand feed and stand on the horsepower ten to twenty below zero was hard on men, machine and horses. The jobs were small and to thresh in short days and cold weather was a poorly paying business. We slept in stables, shacks, on floors where ever room was available. The horses needed the blankets. One year after squaring accounts we had less than \$2.50 per day (long day) for man and team. Meals were irregular and occasionally we had the privilege of fasting.

It would be unfair not to mention the "North West Mounted Police" as a factor in the development of the great West. The Riel rebellion had left rather a bad hangover of fear in the minds of some of the eastern folks and we were told that the Indians would plunder as soon as enough stock and goods were on hand. This was absolutely false. The police detachment was not necessary to keep the Indians in place but rather to keep the white man in line. Periodically the Red Coats, as they were known, came to visit the home-steaders and checked up as to their needs, at the same time gathering information that might serve a good purpose. To show their headquarters that they had covered the circuit we usually signed their passbook.

The year 1899 was exceptionally wet in part of July and all of August. Hay in the sloughs was ready to cut when it began to rain. For seven weeks it rained almost continuously, so much so that we never could cut hay and get it dry to stack. By the time it quit raining the sloughs were full of water as

high as the grass, in several instances five feet. The high water swept away bridges and culverts.

During the years 1898, 1899 and 1900 the Crows Nest Railway was built in the southern Pass. This gave the settlers a great boost; more settlers kept coming from Ontario, Michigan, Iowa, Minnesota, Nebraska, Kansas and Dakota plus the Old Country. There was a great demand for produce, horses and feed, both in the mountains and at home. The crops were good and the improved condition brought a town into being in 1900 and 1901.

Early in the spring of 1901 a number of settlers came from Manitoba and Ontario. Quite a number were out for business. A boarding house, livery barn, general store, hardware store, blacksmith shop, carpenter shop, elevator and a number of residences, a lumber yard and other necessary shacks served to make a good beginning. Previous to this the railway had placed a small 10' x 12' shack on the siding with a bit of platform. They now came through with a tri-weekly train service and a more modern coach behind the freight cars.

In the following year many houses were built and almost every kind of mercantile business was established; including professional hang-outs. It was now difficult to know your town from week to week. The C.P.R. followed with a new modern depot and gave daily train service. The boys organized a football team and in 1903 were Alberta's soccer champions in the league. The silver cup is still on hand. A two-roomed school was built. In 1905 the Provinces of Alberta and Saskatchewan were christened as such and from then on an election was held and a cabinet formed. This was a great event for Didsbury. Then came rural and urban telephones, District Courts and a Public Works program for bridges and roads. The Agricultural Fair did much to unite country and town. A town Council was elected and more churches were added, an Opera House, stores, side walks, machinery. During all these years of development no one did more for the district than Rev. J. B. Detwiler, who was known as the pioneer minister. Much could be said of his progressiveness and practical labors both secular and spiritual. He was Postmaster for a number of years and more or less of a walking encyclopedia on questions of the day. From the little log church there are now fifteen appointments in the Province of Alberta (Mennonite), likewise the branch known as the Old Mennonites. There are seven appointments and several missions in the Peace River District six hundred miles north west of here.

In this sketch, hurriedly written, we cannot go into details of incidents and anecdotes of a humorous and adventurous nature, caused by heel-flies, mosquitoes and flying-ants, snow storms, etc. Neither can we pay just tribute to mothers and wives who so heroically bore up with fortitude and faith in times of severe trial. Nor can we mention the accidents and reverses that came to hand in many ways. Rather do we wish to thank God for the marvelous manner in which we were often spared.

Looking back over fifty-six years of pioneering we find only a few of the original company left and comparatively few that came soon after. Most of them have passed on. A few left the district to return from where they came. The cemetery now has about six hundred graves. Strange to say though, that I have never met a real pioneer who said he was sorry he went through with it. Somehow a compensation accompanies hardship and sacrifice you get in no other way. My slogan was "If I cannot do as I like; I will like as I can do." It worked daily.

THE DICKIE SETTLEMENT, THEN AND NOW

By W. C. Barrie

The early pioneers who came to this part of Canada nearly a century and a quarter ago are our true Canadian heroes. They found this country a wilderness, and by their sweat and toil have turned it into a beautiful spot in which to live.

Unfortunately, like the pioneers themselves, the names of many of those who played such an important part in the early development of our community have passed from the scene. Of the twenty-five families who were among our earliest settlers not more than three of the names are found on the farms of our school section.

The Dickie Settlement School section, the part of our township about which this article is written is bounded on the east by the City of Galt, on the north by the Township of Waterloo, on the west by Cedar Creek and the Roseville swamp, and on the south by Cedar Creek Road.

The Hon. William Dickson who was born in Dumfries, Scotland, came to Canada in 1792 and practised law at Niagara Falls. In 1816 Mr. Dickson purchased the entire block of land comprising the Township of Dumfries from the Hon. Thos. Clark for the sum of twenty-four thousand pounds, or a little over one dollar per acre.

He lived in Galt, or what was at that time Shade's Mills, for nine years and then went back to Niagara, leaving the handling of his lands to his son, William Jr., and to Absalom Shade, a building contractor from Buffalo, whom he had induced to come to Dumfries.

Mr. Dickson made several visits to his native land, Scotland, to induce his countrymen to emigrate to Canada and settle on the lands he had bought. It is concerning some of the very early Scotch settlers who came to School Section No. 25, or Dickie Settlement, of which I wish to write at this time.

The Dickson family who had sold all of the township, excepting one or two farms, retained an active interest in the community. Mr. Dickson, who was a member of the Legislative Council of Upper Canada, was active in the War of 1812 and the Rebellion of 1837. Although he personally did not reside long in the community, his family continued to settle their lands with the kind of emigrants they believed would make good Canadian citizens.

Dumfries at that time was hilly and heavily wooded with virgin pine, and it has been said that none but the lowland Scots would have tackled the job of hewing a farm out of its wilderness.

Many of these families came with no tools other than a trusty axe, and the productiveness of our district today is due in no small way to their toil and labour in clearing their farms.

Absalom Shade, who was the true founder of Galt, was also a rate-payer in Dickie Settlement, and showed his interest in the school by attending the annual school meetings. It is recorded in the minutes of one of the meetings that Mr. Shade had proposed a motion that prevented the section from being divided and to have two schools instead of one being built.

The Dickie family who were responsible for the section being called the Dickie Settlement came to Dumfries in 1834. They came in considerable numbers because the old maps of the county show a large number of the farms occupied by Dickies.

James Dickie was a member of the first school board, and several of the Dickies acted in the capacity of trustees on many different occasions. They were so numerous, that in order to distinguish one from the other where the names were the same, nick-names were given. One William Dickie who was noted

for his large crops of potatoes was called Tata Wullie Dickie.

The Dickie men were heavily built and noted for their great strength. I remember my father telling me that when he was a young boy going to school, he played hockey one day to attend a plowing match on the George Cowan farm near Galt where he saw a wrestling match between Jimmie Dickie and Bob Middlemiss that lasted a half hour before a fall was counted. Needless to say, no plowing was done during that half hour.

In 1864 most of the Dickie families, who had come out thirty years before, hearing of the wonderful climate, and of the cheap land to be had in New Zealand, sold their farms here. They went back to Scotland and from there sailed to New Zealand. They arrived there while one of the Maoris wars was in progress, and many of them were killed.

Occasionally, the descendants of the Dickies, who left Dickie Settlement for New Zealand, come back to visit their relatives here. Although there isn't a Dickie left in Dumfries today, several members of the family have made names for themselves throughout Canada and the United States. Dr. Samuel Dickie, who was president of Albion College in Michigan, was considered one of the best temperance lecturers of his day. Dr. Donald Dickie, who spent her early days in Galt, received a degree from Oxford and has written many books for the Department of Education. Her latest book, "The Great Adventure," has been most favorably received, and Rex Frost in his radio commentary said it should be in every home where there are children going to school. Our past vice-president, Dr. Woolner, couldn't get along without a Dickie as he married Margaret Dickie, whose grandparents lived on a farm between Ayr and Galt.

The Shantz Family is counted among the earliest settlers in our county. One branch of the family headed by Samuel Shantz took up land in Dumfries and raised a large family. They attended Dickie Settlement School and later one of the boys, Peter, started the firm of P. E. Shantz & Sons, Preston, and for a long time manufactured agricultural implements. His son, Samuel, still carries on the business and is a very active member of the Waterloo Historical Society.

North of the Dickie School is a road that goes by the name of Whistlebare. No one seems to be certain of how it was named, but the story goes that the blacksmith, Thos. Vair, who

had his shop close to this road, was always whistling at his work, and was called Whistling Vair. When the blacksmith died and his family moved to Galt the road was called Whistle-bare: so the story goes.

I have at hand the account book used by the blacksmith, Thos. Vair, nearly one hundred years ago and one of the first accounts I noticed was one of fifty cents for plugs and feathers, supplied to Walter Scott. It is quite possible that not more than one farmer in twenty would know what they were. They happen to be the wedges used to split the large stones that were so plentiful in the early days. A grandson of the country blacksmith, Ward Vair, carries on a manufacturing business in Galt at the present time.

The Moore family is among the earliest settlers of Dumfries. Arriving here in 1833, the family has played a prominent part in the municipal and provincial politics. They attended Dickie Settlement School and John D. Moore was for some time a member of the Ontario Legislature, and later was Registrar for the County of Waterloo. His grandsons, having graduated from the Ontario Agricultural College, are enthusiastic farmers and there should be Moores in our community for many years to come.

Dr. Adam Thompson, who as a young man came to Dickie Settlement from Muskoka, would walk five miles each way daily to attend Dr. Tassies School in Galt, and later graduated in medicine from the University of Toronto. He was one of the best debaters our township has ever produced. While conducting a successful medical practice in Galt he also operated a farm in the township and was always well informed on farm subjects. During a debate held about forty years ago in the city hall in Galt, between Dr. Thompson and a prominent Toronto lawyer, the lawyer received the surprise of his life to find the doctor so well informed on so many different subjects.

The name Cranston is closely associated with Dickie Settlement. Alex. Cranston settled on a farm close to Cedar Creek, married a Dickie and served some time on the school board. The first Farmers' Grange which corresponded to the farmers' co-operatives of today, was carried on in a log house on his farm. None of his descendants are living in the neighborhood now. Some of his grandsons homesteaded in the Peace River District, some are in California, and his great-grandson edits the Midland newspaper.

Another family that was among the very early settlers, and

one about which I hesitate to say very much, is the Barries. Coming to Canada in 1829 they settled on a farm adjoining Galt. The family was large and the boys soon acquired farms of their own in different parts of the section. One of the boys, who happened to be my grandfather, married Isabella Redpath, who was working for Abner Shade at the time. He settled on the only farm that is in the Barrie name at the present time. It was said of him that he couldn't nail two boards together straight but that he couldn't be beaten at digging out a stump. The family is well scattered now, some in Galt, some in business in Kitchener and others in the United States.

A short time ago one of the girls who happened to be president of the Junior Farmers of Waterloo County motored to Wingham to speak over the radio, while one of the boys was to play the pipes. The station announcer stated that Margaret Barrie, great-great-granddaughter of George Barrie, who came to Canada in 1829 would talk about the Scotch settlers of Waterloo County. A lady in Northern Michigan happened to turn on her radio to get the news, and by chance got the Canadian station. She became very much excited when she learned that it was her great-grandfather they were talking about as well.

There are a great many more families who have played a leading part in the development of Dickie Settlement, but time and space will not permit more than the mention of the names. Such names as Rennelson, Wilson, Brown, Johnston, Lee, Morton, Gehman, Wallace, Gilholm, Brydon, Orr, Cavers, Dalglish, Walker, Landreth, Chisholm, Shiel, Scott, Turnbull, Cowan, are all-time honoured names of the old school section, and the sad part is that very few of those names can be found on the mail boxes at the farm gates today.

DICKIE SETTLEMENT SCHOOLS

By Jane King

Considerably over a century ago this part of North Dumfries Township which is known as Dickie Settlement was settled by a number of families who were keenly interested in the education of their children. Many of them had the good fortune to have had fairly good educations in their homelands. This fact is evidenced by the very excellent language in which they expressed themselves and also in their penmanship, both of

which may well put to shame many of our present generation who pride ourselves in the educational advantages we enjoy.

As the name Dickie Settlement implies, several Dickie families took up land in the township which they purchased from the Hon. William Dickson, upon whom no comment is necessary in this account. The Dickies and their neighbors, lacking a school, sent their families to Mr. Gowinlock's private school in Galt until such time as they could arrange for the building of their own "institute of learning."

It is regrettable that no records remain concerning the first school house, but the second one was a log building standing on the north side of the Roseville Road, now Highway 97, and directly facing the road known as Dumfries Station sideroad. Records of this school now available date back to 1847. The area which it served S.S. No. 25, West Dumfries, extended from the limits of Galt west about six miles, and from the line between the Townships of Waterloo and North Dumfries south to the Reidsville Road.

The first teacher mentioned in these records was Mr. W. P. Telford and was evidently a man of exceptional teaching ability, judging from the following extract as taken directly from the minute book of March 30, 1848:

"The school taught by Mr. W. P. Telford was examined by the Rev. James Strang in the presence of trustees, parents and others. The examination by Mr. Strang was exceedingly interesting and highly creditable to both Mr. Telford and scholars, the exercises in grammar in particular elicited the approbation of all present and showed that even the study of grammar, which has been considered very dry and irksome, can be rendered easy to the people by an intelligent and faithful teacher." He received a salary of £70.

In 1948 a union school section was formed of School Sections 23 (Reidsville) and 25 and the site on the Roseville Road was chosen, both sections sharing the cost of building the new school, with No. 23 transferring all its equipment to No. 25. This school remained in use until 1861 when the present site was purchased from Mr. George Landreth for \$30 and a new school house built for \$759. Part of this expense was defrayed by the sale of the old school for \$159. Mr. Telford remained long enough to teach in the new school, finally resigning because the trustees could not find him a suitable and convenient house in which to live.

These early settlers were in no doubt about what they

wanted taught in their school. In 1850, they hired a Mr. John Walker, specifying that he teach "Reading, Writing, Geography, English Grammar, Common Arithmetic, Mensuration, Practical Geometry, Land Surveying, Algebra, etc., etc., etc." The reason for some of these subjects probably sprang from the fact that it was the custom in those days for older boys to attend school in the winter time. At any rate, the records show that there was an attendance at times of more than a hundred pupils.

In 1870 the attendance averaged 136 pupils, so the trustees decided to enlarge the school room and make it into two classrooms and to engage an assistant teacher. Miss Jane Gillespie was therefore engaged at a salary of \$180. The two-teacher arrangement continued until 1888 with a Mr. Leith as principal. He was followed by Miss Byham, the first lady teacher to have charge of the whole school. Since about 1906 there have only been two male teachers, and for the past two years it is once more a two-room school.

The number of families with children of school age residing in the section when the section was formed numbered 19 and of these, 14 had only one child each. The matter of raising money to pay the teacher was a vexatious one as it was raised by levying a tax according to the number of pupils attending school, as follows: for reading, three shillings per quarter; for reading, writing and the first four rules of arithmetic, five shillings; those further advanced paying the balance of the teacher's salary share and share alike. It can be readily understood how some of the families with several children of school age found it difficult to raise the necessary funds. This method was later changed to the flat rate of three shillings nine pence per pupil, and the balance was raised by a tax on the rateable property of the section. Free education was granted to pupils of parents unable to pay. The minutes show that the teacher's salary was occasionally in arrears. What a relief it must have been when free education became law.

In 1891 it was found to be an advantage to erect sheds, or stables, for the accommodation of horses and one was accordingly built with five stalls, for the horse of the teacher, who drove out daily from Galt and for horses of pupils who lived a considerable distance from school. David Harum might have learned something from the pranks that pupils played upon one another in the harnessing and hitching of their horses when 4 o'clock came around.

In 1912 the school house was moved a little east of its original site, raised to contain a full-sized basement with a furnace, the outside bricked and generally improved as it is today.

CEDAR CREEK AND DICKIE CEMETERIES

By Mrs. G. P. Moore

Where there is life there is death and so with the coming of the early settlers to this district death was not long in coming also; thus there became a need for a burying-place close by. Today, one sees tiny cemeteries of varying non-descript conditions, dotted over the country side.

Of these country cemeteries there are two that belong to this district which are of special interest at this time.

At the corner where the Cedar Creek road intersects the county road, four miles west of Galt, is the Cedar Creek Cemetery. It is a quiet, pretty little spot. Clumps of cedar and pine, weeping birch and flowering shrubs dapple the sunshine on the new mown graves.

This land, comprising one acre, is supposed to have been granted for this purpose by the Hon. William Dickson from whom these lands were purchased.

According to the inscriptions on the tomb-stones the first burials took place in 1834. James Calder, William Calder and Robert Marshall were buried that year. The last burial was that of Miss Grace Lee, one of the last of a pioneer family, in 1950.

The older families of the district are well represented by the names on the tomb-stones, Kersell, Cranston, Veitch, Brown, Lee, Wilson, Dalgleish, Johnston, Henderson, Vair and Moore. Of these names very few have representatives in the locality today. Vair, Lee, Wilson and Moore are the ones of whom we can think.

Usually the stones in the old cemeteries bore epitaphs. In Cedar Creek we noticed only one and it read:

"The erector's dust beneath this stone
Shall at the call of Jesus rise
To meet the bridegroom in the skies,
That day we'll meet again."

When Richard Rennelson's house was burned in 1906, the

records were destroyed. Mr. William Johnston and Mr. Thomas Vair spent considerable time drawing up another plan and making new records. However, these were far from being complete.

Mr. Johnston was responsible for the records from that time until his death in 1932. Unfortunately, he did not make any entries after 1917. Since Mr. Johnston's death George P. Moore has kept the books. He has tried to fill in the missing records from information on old funeral cards and from old residents but they are not complete.

The obituary from the newspaper along with the death notice are now kept but should the books be destroyed today it would be difficult to get back information as the new type of monument bears only the surname with Mother, Mary or John on the head stone. Then, too, funeral cards have been discontinued.

This is one of the few small country cemeteries that is mown regularly and an endeavor made to keep it in repair.

Finances for the care come from a township grant, revenue from bonds given to the secretary-treasurer by interested families and by voluntary contributions. Occasionally, people as far away as California have stopped by trying to locate the graves of relatives, and left a very acceptable donation.

The funds are so limited that periodically it has become necessary to have a "bee" to level up the stones, fill in the hollows so that the ground can be reseeded and mown, and to make other repairs.

It is the aim of the few remaining descendants to keep this quiet resting-place worthy of the heritage left them.

As we wandered around among the graves on this wintry day, seeking for names and dates, the lines of a poem came to mind. They run something like this:

"Where our loved ones lie in slumber, row by row,
Where the white-capped stones point upward
To that home where they have entered,
And there's naught but memory left us 'neath the snow.
But let us not be weeping,
They are in our Father's keeping
Where their robes are all made whiter than the snow."

The other cemetery is the one we call The Dickie, a very old burial ground on the Whistlebare Road. It is located on

Lot 28, concession 12, on the corner of what is now the Elton Gehman farm.

It is believed that when the Dickies needed a grave yard they set aside a half acre on the corner of their farm — an original Dickie farm.

Only twelve stones remain standing. Of these stones six bear Dickie names. The remainder have three other surnames,—those of Gehman, Bechtel and Amos.

The earliest date is 1827 on a stone erected to Janet Miller, wife of John Dickie. The last burial was in 1871, that of Maggie, daughter of Robert and Margaret Dickie. On the top of this stone is a beautiful marble figurine of an angel.

There is a date on a stone for Solomon Gehman which may be 1872 but we were not sure of this.

The rest of the stones are slabs and, although very old, the inscriptions are wonderfully legible.

This cemetery is practically abandoned.

“Perhaps in this neglected spot is laid
Some heart once pregnant with celestial fire.”

BRIDGEPORT, A HISTORY

By Idessa Eichler

The village of Bridgeport is one of the pioneer villages of Waterloo County. It is situated on the Grand River, about two miles distant from Kitchener and Waterloo.

The first settler in the district was Peter Erb who came with his wife from Pennsylvania in 1807 and settled on the west side of the Grand on what is known as the Klie farm, across from Yock Schneider, two miles north of Bridgeport. They came in a company of Conestogas drawn by three four-horse teams and a two-horse team. The women walked the greater part of the way.

It is said that Ephraim Eby was the first man to live in the village of Bridgeport proper.

Bridgeport itself was not started until 1829 when Jacob S. Shoemaker, a man who came to be well known in his day, built the dam on the stream flowing from Waterloo into the Grand. Shoemaker was the eldest of John Shoemaker's chil-

dren, having been born April 24th, 1793. After leaving school he entered his father's mill until 1820 when he became desirous of seeking his fortune in the then much spoken of Canada. Being a practical miller and just the man required to manage the great mill in Waterloo, then owned by Abraham Erb, he remained in Erb's employ for nearly two years. After a visit with William Honsberger to his parents in Pennsylvania for a few months he returned to Waterloo. On July 2nd, 1822, he married Elizabeth Schneider, born in Lancaster County in 1802. She died in Preston on November 26th, 1876.

Some time in 1827 or 1828 Shoemaker purchased lot No. 58, German Company Tract, and so became the founder of Bridgeport. In 1829 he constructed the sawmill and in 1830 the large flour mill, now operated by the Waterloo County Supply Co-operative. He moved from Waterloo to Bridgeport in 1830 and added a store, a woollen mill and a distillery to his holding.

In 1840 Shoemaker built the large house now owned by Moses Hunsberger.

The early settlement which grew up around the mills became known as Shoemaker's Mill, later as Lancaster and then as Glasgow.

During the great depression over the province in 1851 Shoemaker is said to have failed. He then moved to Preston to his son-in-law, Joel Clemens and from there to Blenheim Township in Oxford County where he erected a sawmill and did a successful business. Both he and his wife are buried in the Mennonite burial ground in Baden. They had a family of eleven children.

As we know, the Family Compact's misrule stirred up the Rebellion in 1837 and that William Lyon Mackenzie was the leader. After the clash of arms at Montgomery's tavern, near Toronto, he fled to Buffalo, N.Y., via Bridgeport, known at that time as Lancaster. A large reward was offered for Mackenzie's capture, alive or dead, and Dr. Scott of Berlin, and J. V. Tyson of Bridgeport watched to seize him. However, Jacob S. Shoemaker, a miller and Reformer at Bridgeport, founder of the mill now known as Waterloo County Supplies Co-operative, and owned formerly by Shirk and Snider, sent out scouts to warn Mackenzie. He was taken across the Grand River and guided to the Bush Inn, near Doon. From there he reached Buffalo in safety. Jacob Shoemaker often rode over to Buf-

falo to consult with his leader. When local sympathizers wished to send Mackenzie a message, Shoemaker placed the letter under his saddle-cloth. Thus, when searched at Hamilton or elsewhere, nothing incriminating was found on his person.

In 1825 John Bingeman settled in Bridgeport with his wife and family, and in 1827 purchased his land now owned by his grandson, Moses Kraft.

John F. Tyson came from Montgomery County, Pennsylvania, in 1832, returned to Pennsylvania the same year but came back in 1833. He laid out the village on the east side of the river and probably gave it its name, presumably after a post borough in his home county. The origin is obviously "the bridge by the port." The two settlements decided to have the same name and the name Bridgeport was chosen. John Tyson presented the village with a parcel of land to be used as a free cemetery, the deed of which reads "one hundred years" which time expired in 1948. He resided in the village until his death.

In 1835 William Tyson with his wife and son Isaac and Hannah Hyser, afterwards Mrs. John Wissler, came to Canada, settling two miles north of Waterloo. After a year they moved on the Bingeman farm, one mile north of Bridgeport, then to a place known as George Hollinger's, where they resided till their death.

As for industries, the most important was the flour mill established by Jacob S. Shoemaker, which has a history older than Confederation. Shoemaker operated the mill for twenty years. Mill stones were used in the grinding of grain to be later replaced by the roller system. At first flour had to be teamed to Dundas, then the nearest railway station. The spur line from Berlin was not built till 1902. In 1870 Shoemaker disposed of the mill property to Ephraim Eby and Barnabus Devitt. Eby also operated two cooperages. When Devitt retired the mill was purchased by Peter Shirk and Samuel Snider. The business grew and the demand for flour rose so that in 1889 the firm acquired ownership of the flour mill at Baden, thus increasing their capacity to 250 barrels of flour a day. Large grain elevators were erected in 1919. The cooper shop burned down in 1924 or 1925. Another cooperage was operated by Michael Hollinger and one by George Hollinger.

In 1910 the company was organized as a joint stock company under the name of Shirk and Snider and so operated till 1949 when the Waterloo County Supplies Co-operative took over. Their brands of flour are known as "Evangeline", a pure

Manitoba flour for bread, "Two Sisters", a pure pastry flour, and "Buda" a blended flour for all purposes.

About two miles above Bridgeport, a thriving business centre grew up known as the Eagle Tannery, founded by John Wissler, whose wife, Hannah Hyser Wissler, had come to Canada in 1834.

An interesting industry was started by Adam Birnstihl who operated a pottery business in Lexington in the early 1800s. He moved his business to Bridgeport and carried it on for many years. Many of the older folks still have specimens of his work in their homes.

Smaller industries were shoe factories owned by John Houff and one owned by George Rose who also did saddlery work.

J. D. Miller and sons built carriages, wagons, cutters and sleighs and also had the first blacksmith shop. Mr. Wellein had a wagon shop.

Fred Meyer had a nursery, doing business in fruit and ornamental trees and shrubs.

Ferrand had a woollen mill located behind the Grand Hotel.

Noah Schiedel owned a broom factory. Brooms were made of broom corn which Schiedel secured from Michigan.

Two lime-kilns were operated, one by John Schaefer and the other by a Mr. Hallman. The lime stones were gathered from the river bed.

Busy weavers made carpets and mats on hand looms.

In the early days most villagers had a cow or two and were able to supply their neighbors with milk and butter. Later several milk pedlars came to the homes with milk in large cans. Since then, A. S. Gingrich came to Bridgeport and started the Grand View Dairy in the spring of 1834. In 1840, when compulsory pasteurization came into force, he installed the necessary equipment. In 1844 he purchased the Himberg property and continued the present dairy. Benjamin Drudge delivered milk at the same time, locating his dairy at Lexington.

Of stores the most important in the early days was that of Peter M. Tagge, who came to the village in the 1840s and remained in business for fifteen years. Besides being a gen-

eral merchant he was postmaster, justice of the peace, and township auditor. He traded in grain and did a semi wholesale business with blacksmiths and others. At the height of his prosperity he did a business valued at \$100,000 a year. Eventually, he moved to Ann Arbor, Michigan, where he died. His son, Arthur P., is president of Canada Cement Co. with head office in Montreal.

Others who opened stores locally were Mr. Schade, E. C. Shantz, Orson Gastmeier, and the present Willis Shantz.

John Toliloff operates the store diagonically across from the Grand Hotel, first owned by a Mr. Reichert and later by his son, Simeon.

Conrad Krug had a meat and grocery business now owned by Gordon Micher.

Hotels

At one time or another there were five hotels in the village. Tom Ferrier owned the old hotel building on the corner of Bridge Street and the Bloomingdale road. The building is presently used as an apartment. The Lancaster House was the first hotel built here in 1840 by a Mr. Bitzer, at the junction of Lancaster and Mill Streets. In 1896 John Grasser purchased it from Habfried Hunderhager. Fred Querin sold it to Jim Walsh in 1950. The Grand Hotel, situated at the head of Lancaster Street, has passed through many owners' hands and is presently owned by George Berges. Early owners were a Mr. Albert and John Boettinger who owned it for many years.

Churches

The history of the Evangelical Church in Bridgeport dates back to 1839 when a camp meeting was held on the farm of David Erb. A class was organized at the time. The Bridgeport class was mentioned in 1876 with 31 members. Solomon Kraft was class leader in the conference session held on June 8th, 1877. His name appears in the records as local preacher on June 12th, 1880. In 1879 the congregation acquired its first building when it bought the old log school house and converted it into a church. The dedication service was held November 9th, 1879. In 1889 a new brick church was built. This served till 1934 when the present church was erected and dedicated March 18th, 1934, by Bishop Dunlop.

Before 1861 the Lutherans of the community held services in the Free Church. In that year Pastor Hoelsche began his ministry, serving until 1873. Then followed Pastor F. W. Bin-

deman who was succeeded by Pastor Schneider of Waterloo. Rev. Schultz served from 1878 till 1882 and Pastor Badke from 1882 to 1889. The present church was built in 1889. Rev. G. Goos served until 1896. A number of pastors served for short periods from 1904 to the present. Pastor Alvin Baetz of Hespeler was installed Nov. 21st, 1948. During the later years the place of worship has been enlarged and beautified.

The Bridgeport Bridge

In the early days of the village a suspension wire foot bridge was stretched across the river for ease of crossing. However, as time went on the boys of the district kept swinging on it so much that the bridge fell into the river. A two span wooden bridge was built later. In 1897 this bridge was replaced by a two span steel bridge across the main river and a smaller span across the narrow channel. In 1933-'34 these spans were in turn replaced by the present concrete bridge built in five equally arched sections. The island and the large trees on it was graded away. The flats had been a popular picnic ground.

The Cemetery

As intimated earlier, John Tyson presented the village with a parcel of land to be used as a free cemetery in 1848, the deed of which read "one hundred years." The present board bought an additional parcel of land alongside the old cemetery. The new portion is being landscaped and a memorial plot has been set aside for those men who gave their lives in the two Great Wars. They are Clayton Underwood in the First World War, and Pilot Officer Willard Paige, Flying Officer Franklin Paige, Private Philip Barley, Corporal Harold Spaetzel and Private Eugene Clutterbuck who lost their lives during the Second World War.

It is also recorded that during the Second World War 108 boys and girls were in service, stationed in every part of the battle zone, flying in Britain, some on the Normandy beaches, some in the Italian and in the Pacific zones.

The Street Railway

Soon after the erection of the sugar factory, W. H. Breithaupt built a railway to carry employees to the plant. He extended the line to the Lancaster Hotel and in 1903 to the Casino which he had built. Later the line was built to the Grand Hotel. Eventually, the line was taken over by the Kit-

chener Public Utilities Commission and operated till 1939. Gas operated buses serve the people of Bridgeport since then.

The Public School

The first school was of log construction, erected in 1845. In 1867 two teachers were Mr. Mulkerson and Miss Dobbin. In 1879 the site across the road was purchased and a two-room white brick building was erected. The teachers were Ezra Eby and Jessie Frame. A third room was added in 1898 and a fourth in 1929.

In 1949 adjacent land was purchased and a new school was built at a cost of \$150,000. The new school was officially opened in September, 1950.

The Separate School

St. Anthony's Separate School was built in 1949 at a cost of \$48,500 on the Bridgeport-Waterloo road. The school was officially opened on September 4th by the Right Rev. Bishop Joseph E. Ryan.

The Sugar Factory

Canada's first beet-sugar mill was built in Bridgeport-Berlin area about the early nineteen hundreds. Test plots were selected for the first year and when the beets grown in the experimental plots fulfilled all expectations the Ontario Sugar Company was organized. A site for a mill was purchased near Bridgeport on the Grand River. Local farmers planted from one to five acres of beets and a tonnage sufficient for a three months' run was stored. After a decade, because of the labor required, a higher price for beets was demanded and when this was not paid many discontinued raising beets. Subsequently, the factory was sold to Wallaceburg capitalists and the mill was closed.

The Casino

In 1903 Mr. W. H. Breithaupt built the Casino in Riverside Park. The hall was intended to be used for amusement purposes such as picnics, dancing and later for roller skating as well as church and school entertainments. The interior was allowed to deteriorate. However, in time it was again renovated by Mr. C. Schmidt who has again turned it into a modern hall.

The Country Club

In 1902 the electric railway was built by Mr. Breithaupt and he also built the club house for the use of golf enthusi-

asts. The property has changed hands many times but is still prospering under the management of Mrs. N. Kellerman.

Bridgeport Incorporated

Steps have been taken to erect Bridgeport as an incorporated municipality. Arrangements are under way to complete all details by June, 1951. A reeve and council were elected on January 1st, 1951. The newly-elected reeve is Lincoln Kuntz and the council consists of Walton Snider, Gordon Braithwaite, George Berges, and George Gastmeier. The incorporation by-law is to be passed by the County Council at its June session, so that the village can have representation in the council in 1951.

HISTORY OF ST. ANDREW'S CHURCH, GALT

By Andrew W. Taylor, B.Sc. A.

St. Andrew's Church had its beginning in April, 1891, when the Young People's Society of Christian Endeavour of Central Presbyterian Church organized three Mission Schools. Two of these eventually fell by the wayside. The third continued for twelve years as a Sunday School in the home of Mr. Walter Cavers. This house still stands at 168 Forest Road. The school grew to the point where, in 1903, it was decided to erect a Mission Hall. This was built on the site of the present church, and cost between \$700 and \$800. The entire amount was provided by Messrs. James E. Kerr, R. G. Struthers, and George Hamilton. The structure was of wood with a stone foundation, 22 x 30 feet. Curtains were used to divide it into classrooms. On August 2, 1903, it was solemnly dedicated to the service of God by the Rev. Dr. Dickson of Central Church. Dr. Frank R. Beattie, Professor of Apologetics in Columbia College, North Carolina, gave an address and Central Church choir conducted the service of praise. Shortly after this it was named St. Andrew's Hall.

In the first year, a Tuesday evening prayer meeting usually drew a crowd of 25. The average Sunday School attendance was 40 to 45. Mr. George Hamilton was superintendent. He continued in this position until his death in 1922. By 1917 the work had grown so that it was decided to organize a congregation. This was done one Sunday afternoon in the Mission Hall. At this time, too, the original building was torn down and the present church built. Each of the Presbyterian churches of

Galt contributed funds in proportion to its membership. The new name was St. Andrew's Presbyterian Church, Galt.

The Rev. J. D. Parks had come to the Mission as a student pastor. In 1918 he was replaced by the Rev. J. J. Lowe. The work so prospered under Mr. Lowe's ministry that by the time he retired in January, 1942, the building had been enlarged four times. Succeeding ministers have been the Rev. W. J. McKeown, B.A., 1942-1950, and the Rev. C. Duncan Farris, B.A., B.D., Th.M., 1950 - .

The name St. Andrew's has come down from a much older church that once stood on the grounds where we now have the pergola of tombstones, across the street from Dickson School. This older St. Andrew's in pioneer days mothered many churches in surrounding Scottish settlements. Its life began in 1831 or 1832, and ended in 1880, when by a majority vote of its members it united with another congregation to form Central Presbyterian Church.

The present St. Andrew's has from its beginning been a neighborhood church with a very loyal membership. It is located where its usefulness grows as the city expands, and its future is full of promise.

A few years ago, however, when R. J. Dickie of Melfort, Sask., visited this spot he gave twenty-five dollars toward a new fence. This was an incentive for interested relatives and friends. Dr. Ward Woolner, Mrs. Allan Fried, the Misses King and W. C. Barrie gave donations so that now a new wire fence encloses this quiet resting place of our long departed ancestors.

HISTORY OF ST. JAMES' EVANGELICAL LUTHERAN CONGREGATION, ELMIRA, ONTARIO

By Rev. L. H. Kalbfleisch

The beginning of Lutheran activity in this community dates back to the middle of the nineteenth century. Apparently, as early as 1840, English and Irish people settled in this district. They were closely followed by Germans who immigrated from Europe and Mennonites who came from Pennsylvania. Early historical records include such familiar names as Oswald, Esch, Steffler, Dreisinger, Braun, Schedewitz and others, who with their descendants played no small part in developing this community.

Among these first German settlers were a number of Luth-

erans who were loyal to their faith and who realized the necessity and value of the Church. Their Lutheran consciousness, the religious training which they had received and their longing for worship constrained them to take steps in establishing a church for themselves and their children. Hence, in the year 1850 when the Town of Elmira was but a cluster of buildings consisting of a few houses, a store and a post office, which was situated at the southern limits of the town and known as "Bristow's" or "West Woolwich," the dreams and plans of these early Lutherans were realized. An Evangelical Lutheran Congregation was organized, first known as "The North Woolwich Evangelical Lutheran Congregation" but shortly thereafter as "The St. James' Evangelical Lutheran Congregation" which was the first organized congregation in Elmira. A parcel of land was purchased for eleven pounds and five shillings upon which the first Lutheran Church was erected through the united efforts of these pioneer members. This church was ruggedly constructed of logs. The timber of the church was donated and all members of the congregation assisted in the construction of the building. The church furniture and pews were comparatively crude, the pews were constructed in all simplicity, slabs of logs resting on blocks of wood had to answer the purpose. Pastors Hildebrandt and Lorenz, of whom little was recorded, were the first pastors. Mr. Henry Christman acted as the first janitor.

In 1852 Rev. Jacob Werth assumed charge, preaching also in Conestogo where he supervised the building of a new church in 1853.

During the ministry of the next pastor, Rev. H. W. H. Wichman, who assumed charge in 1859, dissension developed; it became so bitter that 22 families severed their connection with St. James' and organized another congregation which affiliated with another Lutheran body. Since that time there have been two Lutheran Churches in Elmira.

Rev. C. Kaessmann of Berlin (now Kitchener) succeeded Rev. Wichman in 1861. Members of the congregation were required to provide transportation for their pastor to and from Kitchener for every Sunday service. Realizing the advantages of having a resident pastor, Rev. J. L. Rau became the next incumbent, following the resignation of Rev. C. Kaessmann. He assumed charge in April, 1868. On Oct. 5th of that year, the congregation decided to build a new brick church. This church, which cost \$1,700, was dedicated in December, 1869.

Rev. J. Salinger became the next minister of St. James', serving from 1870 to 1876. It was during his ministry that a

pipe organ was installed in 1875. This organ was built by George Vogt, a resident of Elmira and a noted organ builder. His son, Augustus Vogt, a founder of the Mendelssohn Choir, Toronto, began his musical career as the first organist of this new instrument which was installed at a cost of \$1,200. At this time a choir was also organized.

After a brief pastorate of two years by Rev. L. Warnke, The Rev. A. R. Schulz assumed charge in 1879. During his pastorate a parsonage was purchased and two bells placed in the tower of the church in 1882. Two years later the congregation purchased land for a cemetery near the eastern limits of the town. Rev. Schulz also served the congregations at St. Jacobs and Bridgeport, relinquishing his duties because of distance in the latter place in 1883. During 1889-1899 he served St. Peter's Congregation in Linwood also. In 1905 the St. James' Congregation was in such a flourishing state that it decided to support its own pastor. Ever since, the pastor in Elmira has devoted his entire time to the St. James' Congregation. After completing 32 years of faithful service for St. James', Pastor Schulz was called to his eternal reward in 1911. His mortal remains rest in St. James' Cemetery.

Rev. J. Strempler ministered to the local congregation from 1912 until 1924. During his pastorate the congregation outgrew the church building. Consequently a new edifice was built at a cost of approximately \$28,000. This building was dedicated on May 9, 1915.

In November, 1924, Rev. L. H. Kalbfleisch, the present pastor, assumed charge. Shortly after his installation a successful drive was launched to wipe off the indebtedness of the church. In 1926 a new parsonage was built on the lot adjoining the church. Since then numerous innovations and improvements have been effected. The congregation at the present time is in a flourishing condition, having a membership of 540 baptized and 340 confirmed members.

As its centennial project, the congregation recently purchased a new Keates Organ, at a cost of \$7,300, which will be installed early in 1951. An elaborate Anniversary booklet was also published by the pastor commemorating this memorable event.

Festival services, commemorating the centennial of the congregation and the thirty-fifth Anniversary of the dedication of the present church, were held on May 7 to May 10, 1950.

Thus, with deep gratitude to God and with humble hearts, the members of St. James' do not glory in their achievements, but rather in God for what He has done for the congregation, and embark on another century in the congregation's history, confidently trusting in God as to the future.

ST. PETER'S CHURCH —
BERLIN'S FIRST LUTHERAN CHURCH

By J. B. Koegler

Waterloo County, which a little better than a century and a half ago was still an Indian Reservation, was one of the first sections of south-western Ontario to be opened for immigration. It was at the beginning of the 19th Century when the Mennonites from Pennsylvania purchased and settled land along the shores of the Grand River. Later on they were joined by a number of German tradesmen, who just recently arrived in Pennsylvania from Europe. However, from about 1825 on more and more immigrants directly from Europe settled in this district. They came mainly from Alsace, Baden, Wuerttemberg, Hessen, Mecklenburg and Saxony.

Many of these people were members of the Lutheran Church back home, yet their newly-found home could not boast of a church of their confession. Soon many became indifferent to church life until Rev. F. W. Bindemann, a Reformed preacher from Prussia, organized a congregation for the Lutherans of Berlin. Rev. Bindemann had apparently formed a number of congregations in neighboring settlements such as Preston, Waterloo, St. Agatha, New Hamburg and Conestogo, and has also been known to preach in Bridgeport, Heidelberg, Sebastopol, Tavistock and other Lutheran communities. Soon, however, members of his flocks realized that their Seelsorger preached the gospel of Rationalism and Universalism contrary to Scriptural and Lutheran teachings. Lutherans in ever larger numbers arrived from the cradle of the Reformation; they certainly could not appreciate Rev. Bindemann's Liberalism. One after another, his congregations turned from him until in 1862 only part of the Berlin membership remained loyal to him, and then only after their demands for concessions toward a more Lutheran status was granted.

Neighboring congregations had in the meantime received the services of Lutheran Pastors, six of whom were sent up by the Synod of Pittsburgh around 1853. One of these, the Rev.

C. F. A. Kaessmann, served a Lutheran congregation at Sebastopol. In the Autumn of 1862 he was requested by the then newly-formed Evangelical Lutheran Synod of Canada to survey the Lutheran population of Berlin. Starting at the beginning of November, he immediately organized a Lutheran Sunday School which he conducted in the Town Hall. Two months later, at the end of the year, the membership consisted of 61 boys, 45 girls, and 12 teachers or a total of 118. The teachers for this first Lutheran Sunday School were Jacob Kress, Heinrich Bornhold, Justus Kimmel, Heinrich Schmidt, Wilhelm Boecking, Andreas Diegel, Auguste Krug, Elisabeth Hett, Elisabeth Kreutzer and Margarete Goebel.

On New Year's Day, January 1st, 1863, a special meeting was held under the chairmanship of Pastor Kaessman, at which time the St. Peter's Lutheran Church was organized and its first Church Council of seven members elected. They were: Jacob Woelfle and John Kimmel, Elders; Konrad Weber, Heinrich Jaeger and John Hett, Deacons; Friedrich Rittinger, Treasurer; and Heinrich Kreutzer, Secretary.

Within a month's time the Town Hall became too small for this rapidly growing congregation and on the 19th of January a building committee was appointed immediately to prepare plans for a house of worship. A piece of land, one quarter of an acre, was purchased from Mrs. Auguste Krug for \$150. Building plans were drawn up by a certain Mr. Hopfen. The size of the church was fixed at 36 feet wide, 54 feet long and 20 feet high. John Kimmel was appointed to oversee the mason work and John Hett to supervise the carpenter work. The building was erected by day labor, carpenters and masons receiving \$1.25 per day, apprentices and laborers 75 cents and supervisors \$1.50 per day. Final plans for the building were submitted and approved at a congregational meeting on Easter Monday, April 6th, construction was proceeded with at once, and only three weeks later the laying of the cornerstone was fittingly observed by a special service. On this occasion Pastor Kaessmann was assisted by Rev. Hoelsche of St. John's Lutheran Church of Waterloo, and Rev. Wurster of St. Peter's Lutheran Church of Preston.

With the greatest of zeal members of the congregation helped in every way possible to hasten the completion of their house of worship. Less than three months later, on the 19th of July, their new church home was ready for dedication or Einweihung. It was a day of thanksgiving and rejoicing when the people of St. Peter's entered their own house of worship. With



St. Peter's Lutheran Church 1863



St. Peter's Lutheran Church 1877

tears of joy in their eyes and thankful heart they joined in singing "Nun danket alle Gott, Mit Herzen, Mund und Haenden." Thus St. Peter's Evangelical Lutheran Church, the first Lutheran Church of Berlin, was dedicated as a house of God to the glory and honor of Almighty God and to the service of His Holy Church: in the Name of the Father, and of the Son and of the Holy Ghost.

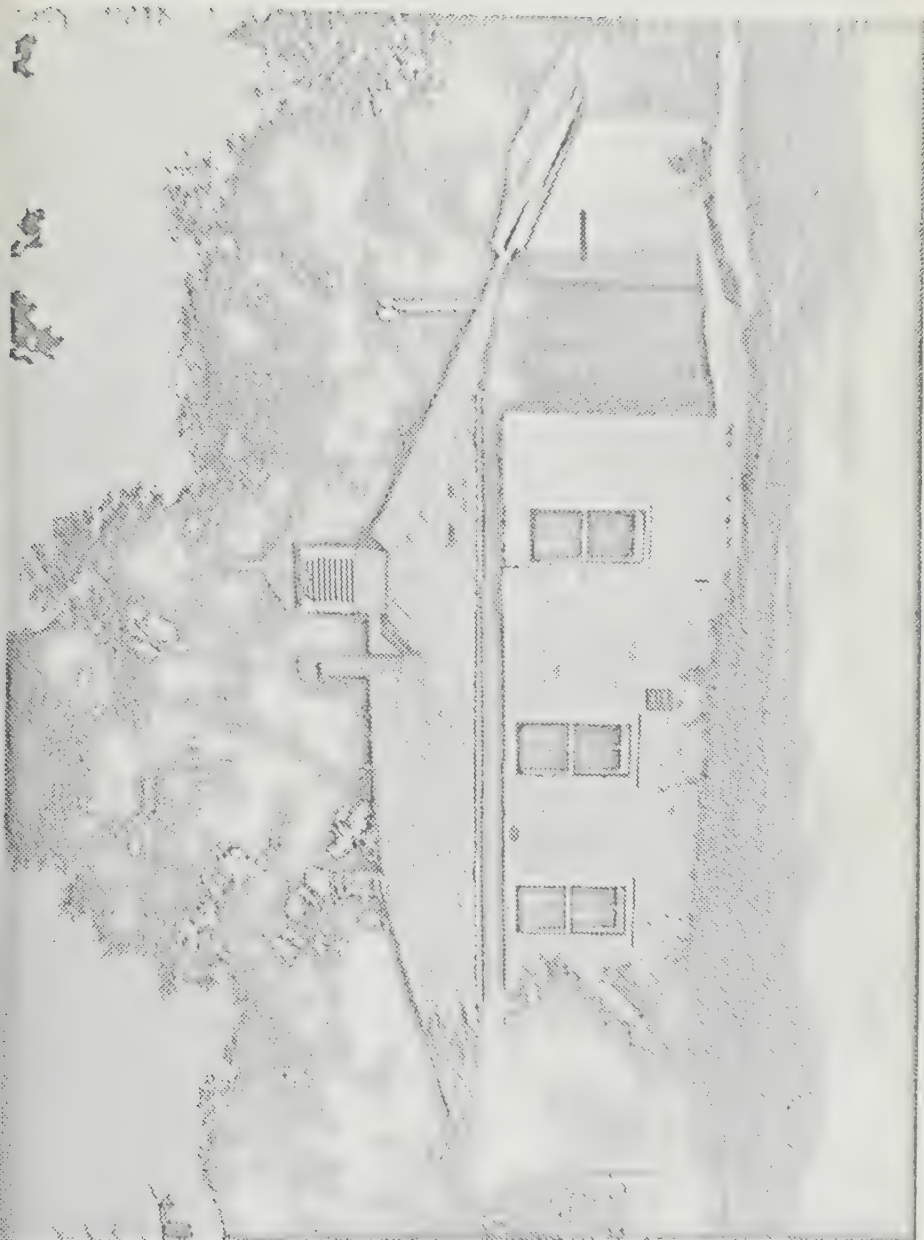
At the time of the first annual meeting in November, 1863, a constitution was submitted and approved. Due to the great influx of Lutherans from Germany at that time, the congregation soon outgrew its comparatively new church and had to give serious thought to a larger church building in about ten years time. Therefore, in 1877 the original building was removed after holding the last service of worship on the 11th of March.

The new church called for a floor space of 54 feet by 116 feet with a basement for Sunday School work and a tall steeple with belfry. The contract was let to Heinrich Jaeger at a cost of \$10,140 but he apparently left Berlin before the structure was completed. It was therefore with some difficulties that the building was completed in the fall of 1878 with dedication services held on the 6th of October.

Five years later a two-manual pipe organ was installed at a cost \$1,850, while in the spring of 1886 three bells were placed in the tower of the church at a cost of \$1,375. However, these bells were destroyed when lightning struck the steeple and burned down to the belfray on May 12th, 1901. This resulted in the placing of the present set of chimes of twelve bells which were installed in December of the same year and were used for the first time to ring in the New Year on January 1st, 1902. For almost fifty years these bells have served the church and the community with their call to worship and their melodies of hymns and sacred music.

Scholars of art can well appreciate the beautiful altar of Italian marble which crossed the Atlantic during the years of the First World War. Twelve memorial windows, depicting the life of Christ from His birth to the Resurrection and Ascension, were placed about forty years ago. These were executed by two young artists who had just arrived from England and eventually settled in Berlin.

In two years, St. Peter's will celebrate its 90th Anniversary as a truly Evangelical Lutheran Church. For many years it was the largest Lutheran congregation in Canada; yet during



RIVERSIDE SCHOOL

all these years it was served by only seven full-time pastors. They were: C. F. A. Kaessmann from 1863 to 1869; Herman Sagehorn from 1870 to 1877; C. G. Manz from 1877 to 1881; R. von Pirch from 1882 to 1905; F. E. Oberlander from 1905 to 1914; H. A. Sperling from 1914 to 1940; and the present pastor, the Rev. A. W. Lotz, who was installed on October 6th, 1940.

During the pastorate of Rev. Kaessman, the question of burial grounds was discussed at numerous meetings. He was, therefore, requested by the Church Council to write the town-fathers and ask them to acquire suitable land for a municipal cemetery or grant St. Peter's permission to bury their members in the grounds around the church. Several other churches had their burial grounds next to their church buildings, but the authorities were opposed to any more cemeteries within the centre of the town. Finally in May, 1870, the town was seriously considering the purchase of land for a cemetery. However, another year passed without any action. Therefore, on June 18th, 1871, a special congregational meeting was called at which time the Church Council was instructed immediately to purchase 1½ acres of land from Menno Erb at the outskirts of the town. The purchase price and the cost of levelling was assessed against the members of the church at the rate of \$3.05 each. More land has been added since, and today St. Peter's is in possession of the largest Lutheran Cemetery in Canada. The Town of Berlin has eventually provided cemetery facilities for its citizens after it was fully incorporated as a town, only a few years after St. Peter's decided on their own.

Whereas St. Peter's was originally organized to serve the large German-speaking population of Berlin, it was as early as 1834, during the pastorate of Rev. R. von Pirch, that regular services in the English language were introduced. For 55 years St. Peter's looked after the spiritual needs of its members in both languages until in 1939 the English language only has been used at all church services, and since the end of the Second World War a large number of Lutherans have entered the shores of our Dominion, mainly refugees from war-torn countries of the eastern part of Europe. Many of these people were given the opportunity to establish themselves in Kitchener and Waterloo County. This presented a new challenge to the Lutheran Church of Canada. St. Peter's has been very happy to provide a church home for these unfortunate people, helping them in every way possible and introducing them to our Canadian way of life. Most of these people are of a rather high intellectual calibre and will eventually make worthy citizens of

Canada. But until they do become accustomed to our language, St. Peter's will look after their spiritual need by providing church services in their own language as often as possible. Therefore, in addition to the regular church services, special services are conducted in the German, Estonian and Latvian languages.

First St. Peter's Lutheran Church, 1863

Second Church Before Lightning Destroyed Steeple, 1877

It is of interest to note that 1952 will be the 90th anniversary of St. Peter's organization, the 75th year of the erecting of its present building, the 50th anniversary of the chimes in the tower and 25 years ago, when the illuminated cross on the top of the tower was installed.

THE HISTORY OF RIVERSIDE SCHOOL

By Andrew W. Taylor, B. Sc.A.

Riverside School, S.S. No. 18, North Dumfries

The new school which in the early months of 1951 is under construction in School Area No. 1, North Dumfries, is located on the same ground and on or near the identical site of a log schoolhouse built in 1848.

Before this, in the early days of settlement, the education of children was a problem. Apparently the schools were in Galt. The first of these was a small log building said to have been on the west side of Water Street South across from where we now have the Capitol Theatre. A "bee" was organized to build it. Another was conducted in a log building at the west end of Main Street bridge. In 1832 Gouinlock's school, a small rough-cast building, was erected at the north east corner of Main and Wellington Streets. Its first trustees were the Rev. John Bayne, John Telfer and Walter Cowan. Two of these were Riverside men. Mrs. Edward McIntyre, a great-granddaughter, lives in the old Cowan home on the West River Road. John Telfer was located on what is now partly Gillespie farm and partly Taylor farm on the East River Road.

The Honourable James Young, who was educated there, tells us that many farm boys were among the pupils. They attended chiefly during the winter months since in summer they were needed at home. From his list of his classmates the following appear to have come from south of Galt: David, John, and James Potter and David Morrison (R. M. Myers farm), An-

drew Taylor (Taylor farm), William and Gavin Goodall (Gillespie farm), James and Alexander Wilson (perhaps from the McPherson farm), John and Malcolm McPherson (McPherson farm), James Ker (back of the McPherson farm), James and George Hogg (Hogg survey), Peter and George Marshall (perhaps Cameron MacDonald's farm).

Mention should also be made of a school operated by Miss Preston. Seventy-five and 100 years ago it offered training for young ladies. Boys of tender years also attended. At least two Riverside girls, Janet McPherson and Mary Goodall were among its pupils and learned the three R's, sewing and fancy-work. In its later years, girls who had graduated from Riverside would take a finishing course here. The building still stands at No. 14 Dickson Street and is used as a taxi depot. In early days it had whitish rough-cast walls, and a small lawn separated from the street by a picket fence with a gate opposite the front door.

In 1841 the people of Canada secured responsible government. There had been much agitation, and in this movement the sentiment of the Galt area was strongly in favour of reform. Part and parcel of this was an insistence on better facilities for education. In Riverside, in 1842, an effort was made to provide schools for children who lived too far from the village. There were two, both built of logs. One on the west side of the river was on the concession, just east of Cowan's gate. Here, the grade that used to be known as "the school hill" has recently been bypassed when the course of the road was altered. The other was directly across the river on the old Carrick farm, now owned by Leonard McQuay. At that time the place is said to have belonged to people by the name of "Aussem". This school burned down one night. The cause of the fire was never known.

On May 23, 1846, a bill was passed in the legislature entitled, "An act for the better establishment and maintenance of common schools in Upper Canada." As a result, Dumfries was divided into school sections and ours was assigned the number 18. Our county was Halton and our district Gore. Sir Francis Gore was the second governor of Upper Canada and Major William Halton was his secretary. Dumfries was the birthplace of the Hon. William Dickson. In 1853 the north half of our township became part of the County of Waterloo.

The school act provided for an annual meeting of freeholders in each school section to transact school business. The administration of the school was to be in the hands of three

trustees, each appointed for three years and their terms of office so arranged that one retired each year. This system continued until the adoption of North Dumfries school areas in 1946. In 1847 the location of Riverside School was decided by a vote of the school meeting. Those people who lived near the St. George road were not satisfied with the boundaries of the section and so cast their ballots with the people from the west side of the river. They hoped that when they could prove that they lived too far from the school they would be transferred to Little's Corners and Branchton sections. The scheme failed. The school was built on the West River Road, but the section boundaries remained unaltered. The contract for construction was awarded to Simon Patterson. He was a pioneer carpenter who operated a woodworking mill at "Glenburn" (Mr. I. C. Marritt's land) on the West River Road. His diary shows that the year was 1848. The first timbers were laid in March. When the belfry was finished on October 13, the building was completed. As has already been stated, the walls were of log and the site was almost identical with that of the new 1951 school.

Because children had to come from east of the river, it was necessary to have a means of crossing. A foot bridge was made directly east of the school — downstream from the present bridge. When the water was low, several huge stones were piled as a pier in the centre of the river. Broadaxes were used to square two long timbers each of which was long enough to span half the river. With these in place and provided with hand railings, the first bridge was complete. It was for pedestrians only and it was because of this that the name "foot-bridge" has come down to us. Mrs. George R. Barrie (Mary Carrick) used to tell how the children loved to jump at the centre of the span and feel it sway. To keep it from being carried away, heavy chains were used to tie each timber to trees on the bank. When the water rose, the outer ends would float off their pier and swing downstream along the shoreline. There was a feeling among the people that since children had to get to school it was up to the township to see that this bridge was kept in order. When the idea was carried to the authorities, however, it always got nowhere. The whole structure vanished in a flood about 1860. Following this for a number of years the trustees always wrote into their contract with the teacher that, "we shall have the discretionary power to discontinue this salary and the school for one month if the bridge across the river be taken off."

Up until this time vehicles had crossed at a ford just near

Bevan's Creek. With the footbridge gone the next venture was a wagon bridge at the present site. The length it had to be built is recorded in the school books. "Width of river from landstool east side to root of tree in Campbell's fence, 277 ft." Bridging this was again a community effort. Bob Patterson, whose entire life was spent close by, told of its construction. "Timbers were stood on end for its abutments. Those who supplied materials included Robert Brydon, James Campbell, William Carrick, Simon Patterson, and Malcolm McPherson. Jimmy Campbell and Bill Carrick approached the township council for a grant. They came back jubilant. 'We've got them now,' they said. The council had voted \$50. They reasoned that the spending of public funds made it a public thoroughfare, for which the township would henceforth be responsible."

To return to the log schoolhouse, its books are missing and very little is known concerning it. Because of the demand everywhere, the finding of teachers with suitable qualifications was very difficult. It is recalled that John McPherson, a graduate of Gouinlock's School, was asked to teach but declined. Tony Marshall (MacDonald farm) did teach for a time. Another schoolmaster, whose name is forgotten, used methods that were close to torture. For the slightest misdemeanor a child would be asked to stand perfectly still for long periods, with his head under the table, his legs straight and his knees stiff. If there was the slightest movement to ease aching muscles the unfortunate pupil was soundly caned where he stood.

The next school was the one now being discarded. It was built in 1858 at a cost of \$539.48. Its first desks were built in Simon Patterson's mill. At that time the teacher's salary was £86 per annum. The yard came off the corner of Robert Brydon's farm. Mr. Brydon undertook to provide this land for the sum of \$1.00. At first Mrs. Brydon refused to agree but her consent was won when the trustees presented her with a silk dress; a good one that cost \$4. The Brydon farm, now owned by Dr. J. R. Smith, has an abundance of hillside and rocks, and for many years has been known as "The Model." The name probably was coined when some wag jokingly suggested that the province ought to try operating this one, as well as the model farm they were starting at Guelph in 1874. The Brydons decided many years ago to leave the place in favour of level land in Manitoba.

If one stands on the western approach to the bridge and looks north through Bevan's field, one can still see the grade of the original river road. It passed quite close to and just

east of the school and returned to the present route in Martin's bush and close to the foot of Clark's hill. Because it was always poor, partly corduroy, and frequently flooded, it was moved to higher ground about 1873, so that it touched the western instead of the eastern side of the school yard. At about this time the grounds were enlarged. A quarter acre strip from the new road to the river was acquired from the Campbell land. On this, directly south of the school, a woodshed was built. In 1884 the wooden porch, which up to that time had covered the entrance, was torn down and the present stone cloakrooms were added in its place. The following year, in order to improve the grounds, the first Arbor Day was held. George Oliver, who by this time had acquired "The Model," donated land between the school and the river to square the yard. The bigger boys planted hardwood trees, many of which still border the property. The spruce trees are younger, dating from 1902. The belfry was built and the bell hung in 1897.

In 1907 the Ontario Department of Agriculture embarked upon an experiment of appointing representatives in local centres. The object was to aid the Ontario Agricultural College in bringing assistance to farmers who wished to improve their methods. Galt was one of six places selected and Mr. F. C. Hart was stationed here. As one of his first endeavours, a school fair was organized at Riverside School for the fall of 1909. This entirely new venture was watched with widespread interest. It was the first time that such a fair had ever been held, and from here the idea has since been adopted in many countries around the world.

Previous to this fair the school really received a dressing

up. In 1906 a new roof, art metal ceiling, and floor; in 1908, a flag pole, cement platform, and woodshed; in 1909, slate blackboards. It is this 1908 woodshed that is to be moved to the new school and remodelled as a playroom. It has for many years housed several long benches. These are for use as extra seating accommodation at the school. At one time they belonged to the Grange Hall. This landmark has since been rebuilt and is now the home of Mr. and Mrs. A. F. MacDonald. Originally it was a house on the Goodall farm but was cut off from its land by the railway in 1852. It is said to have been used as a school, probably during some of the many times when the bridge was under repair because of flood damage. It must have been taken over by the Grangers in 1876 or shortly after because that spring the school trustees decided that there would be no more Grange meetings or prayer

meetings in the school, and the singing school had to pay 10 cents a night for firewood and 30 cents for a broom they had broken. The Grange was an influential and well supported farm organization that seventy-five years ago sought to improve farm conditions. Among other things, it purchased farm supplies including staple groceries at the wholesale price and distributed them to members. Locally, its present day counterpart is the Central Dumfries Farmers' Club.

It took many years to get action to provide a school well. One was finally dug in 1901. On it was placed a pump entirely made of wood, which always intrigued the youngsters. This was replaced in 1915 by an iron pump, and in 1942 by an automatic electric pump, water fountains, and flush toilets. Improvements such as mentioned have been few. No one likes to see electric motors submerged in flood water. It was about 1916 that the river first started its capers. One of my personal regrets is that on the day it occurred I was sick and in bed, when otherwise I would have been in on the fun. The school had always been above floodline, but shortly before, the Lake Erie and Northern Railway had been built along the river in such a way as to confine the flood on the opposite shore. The teacher, as she went about her work, kept a wary eye on the river as it flowed by. Suddenly she was horrified when she realized she could see water by looking out the west windows as well as out the east. Within minutes some of the older boys, by using a table, had managed to jump from the windowsill to the table and from there to the fence, and so walked to higher ground. They raised the alarm in the neighborhood and Alex Clark came with a horse and buggy and hauled pupils and teacher to dry land. From that year on there have been many times when the school has had to be closed for the flood, and then cleaned and dried out.

The following are some extracts from the minute books:
March 19, 1929

The flood came down last Friday noon and came into the school to a depth of 23 inches. The damage to books was small. The loss of paper towels was \$3.00. Cleaning school \$4.50. The school was cleaned on Monday and reopened on Tuesday.

April 9, 1929

A second flood came Saturday morning. The water came over the windowsills and covered the desks. A number of people turned in on Sunday and cleaned up. School opened on Monday but because it was damp the teacher sent the chil-

dren home before noon and kept a fire on the rest of the day. School was held on Tuesday.

July 15, 1932

The secretary reported that the contractor was down with regard to moving the school. He would move the building about 83 feet west and put it on a cement waterproof wall with nine-foot basement; take out the wall between the school-room and cloakroom; furnace, cloakrooms, and water from the well in the basement; toilets at the rear with entrance from the basement. This job complete for \$2,000.

July 25, 1932

A special meeting of ratepayers today deferred action on moving the school for a period of one year.

March 26, 1934

The trustees met at the bridge and school with Reeve Ferguson, Mr. Midgley, Mr. Kirkwood, and engineers of the Dominion Railway Commission. The flood situation was discussed from all angles.

April 5, 1934

Word was received that the Railway Commission would take no action concerning the flooding of Riverside School.

In 1950 almost two weeks' teaching time was lost because of the river. The paralyzing effect of a major economic depression, followed by a world war has kept the old school in use.

At the start of our story the community wanted schools so that every child might be given some fundamental knowledge that would make him a better citizen. As late as the 1880's it was unusual for farm boys to reach high school. Now, looking back, former pupils of Riverside have scattered to the four corners of the earth — uncounted numbers of men and women who have made or are making their contribution to the wider life. Among them can be found men who rallied to the colours for the Fenian raids, and those who fought and died in two world wars. Any roster would include college principals; doctors of divinity, medicine, and veterinary science; industrial, municipal and transportation engineers; commissioned army officers, teachers, nurses, housewives, and many of humbler occupation. Equally important is that group who have stayed with the land and helped build for this area its reputation as an intelligent, enlightened, progressive, and prosper-

ous agricultural community. To the many children who will tread a pathway to and from the new Riverside School we throw the torch.

DIARY WRITTEN BY WILLIAM H. LANG IN JULY, 1875,
WHILE IN THE SERVICE OF THE CANADIAN
IMMIGRATION DEPARTMENT

- July 8. Received instruction to accompany a group of Russian Mennonites to Manitoba.
- July 9. Left Berlin at 12 o'clock a.m. for Sarnia. Boarded the steamer Quebec at 11:00 p.m. Captain Anderson, lake was calm.
- July 10. Rose at 4:00 a.m. and reached Goderich by 6:00 a.m., where supplies had to be purchased. Arrived at Kincardine by 10:30 a.m. and Southampton in the afternoon.
- July 11. Sunday, and by 10:30 a.m. passed between Grand Manitoulin and Cockburn Island. Reached the St. Mary's River and safely passed the Steamer Harvest grounded. (Other boats going up and others coming down.) Scenery beautiful; reached Sault Ste. Marie by 5:00 p.m.
- July 12. (Rose at 5:30 a.m. and heard the Mennonites singing. Found a child had died during the night. Made arrangements for burial at Prince Arthur Landing. (Had to purchase supplies.) Took about 20 Mennonites and their minister about a mile from town and buried the child.
- July 13. Arrived at Duluth about 9:00 p.m. and got the immigrants into the reception house.
- July 14. Rested the people and bought more provisions.
- July 15. Loaded the immigrants on the train and got to Moorehead at 7:00 p.m. Got all the immigrants loaded on steamer Dakota and two barges.
- July 16. Were on the way down the Red River. Fighting the mosquitoes. Ran aground.
- July 17. Left the boat and walked to Grand Forks. Saw plenty of game.

- July 18. Had a sermon as it was Sunday. Passed the Custom House at the Manitoba border. Landed half of the Mennonites at Dufferin. (Saw many Indians and half-breeds.)
- July 19. Landed remaining Mennonites. Country is better settled. Arrived at Winnipeg at 11:00 a.m. Later went to see Mr. Hespeler. After dinner met Otto Klotz, John Devitt and Dave Killer. Saw more Indians and half-breeds.
- July 20. Arrived at North Pembina. Met John Devitt and walked to Dufferin where I met John Shantz, who left for Winnipeg early.
- July 21. John Devitt and I were left with the Russians.
- July 22. Got my trunk at Hudson Bay post and took stage to Pembina and later for Moorehead.
- July 23. Met the steamer International on her way down the lake.
- July 24 and 25. Arrived at Moorehead. Shall telegraph to J. Y. Shantz, care of W. Hespeler, for further instructions.

EXCERPTS FROM LETTERS

Excerpts from letters written to relatives in England by Mr. Thos. Paddock who came to North Dumfries in the early 1830s from Shropshire, England, and settled on part of Lot 8, Concession 12. (This land is now part of the farm of Mr. George Sekura, R.R. No. 3, Galt). Later, when Mr. Paddock had succeeded in persuading more of his family to come to Canada, he moved to the Township of Puslinch to be closer to them. The society is grateful to Mrs. Archie Fraser, R.R. No. 2, Puslinch, for permission to publish these.

From a letter, Galt, Dumfries, Upper Canada,
5th May, 1834.

... I have made an attempt to compose a small book (and have it printed and published) an account of our voyage and all particulars as to climate, soil, timber, the growth of different grains, manners of the inhabitants, etc., etc., but have not had time to finish it yet. Those people that come here have not much spare time. I shall give you a short detail of our voyage across the Atlantic and travels up the country.

We were forty-two days from Liverpool to Quebec, we had 155 passengers on board, we had a most capital vessel that withstood the dashing waves and the tremendous billows of the swelling sea. We had the owner of the ship on board, who is not a pleasant man, but that was of no consequence. We, all of us, did as well as we could. We experienced some very heavy gales of wind. I saw several whales and thousands of porpoises as we entered the great fishing banks of Newfoundland. There we were pottering eight days and could not see the sun, the mist being so very thick. We were very much alarmed at the very large icebergs that were coming to meet us continually and sat up whole nights to watch, for fear we should get foul of some of them. When the mist left we were in sight of land but to our great surprise, (this being 26th of June) snow on it.

This is the Island of Anticosti. No inhabitants, except a few people looking after a government store that is kept there in case of shipwreck boats. We entered the Gulf of St. Lawrence and a pretty smart time we had to cross it. Now we were beginning to think ourselves a little more at home as we could see land on both sides. The St. Lawrence is a grand river and beautiful scenery on the left of the river as we went up. The inhabitants' houses had a grand appearance and seem to be very clean. Places of worship were regular every two miles, mostly Catholic, as our pilot informed me who was a Frenchman.

One forty miles from Quebec is a quarantine station, where we had to stop to be examined with six other vessels from other parts. Everyone was obliged to go on shore except the cabin passengers and my family. Myself and the boys went on the island to feel our legs under us. This island is called Grose Island. Every passenger was obliged to wash their dirty linen at this place. The wash tub was a cavity in the rock. In England it would be thought impossible to wash and dry in three hours, eight weeks' wash for a family of eight persons. . . .

We stopped here a very short time. Having a clean vessel and all in good health we soon got under way for Quebec. Before we departed a halcograph was hoisted for a steamer to meet us; in a very short time one came in sight, more like a floating mansion than a river boat. They came up and wheeled around the ship, and took us up to Quebec in quick time. Before we came to Quebec we passed the Island of Orleans, which seems to be well cultivated.

Quebec is an ancient place, narrow streets, and dirty. Our stay here was very short, no longer much than we had time

to transfer on board the steamer. Living reasonable in Quebec, delightful views and scenery up the river to Montreal, particularly at Three Rivers, and William Henry, called after the King.

Montreal seems to be a place of business, large shops of every description and well stored. Your nephew is well, and is a pleasant young man, and is doing well. His family consists of his wife and child. Montreal is dirty and narrow streets. We stopped here a few days to rest ourselves. When we left this place our own troubles began. I would rather cross the Atlantic thrice than travel from Montreal to York. The danger is in getting up the rapids, the delay and expense is beyond all calculations. From England to New York is the best and least expensive. If I was to go and come twenty times I would not go by Quebec. Any friends coming to this country will find me by inquiring at Galt, about 20 miles from Hamilton which is 30 miles from York, the capital of Upper Canada.

I am upon my land and have a yoke of oxen, a cow, five ewes and five lambs, sow and four pigs. We have planted potatoes and garden seed; we shall plant potatoes and Indian corn upon the land we have cleared and a few oats. The Indian meal is very good with milk. We have things here as good as in England except ale and cheese which I was at great loss for. I have upon my land a very advantageous spot for a mash house and brewery which I should wish to see since it would be making a fortune for my children as there is no one that knows either to make cheese or ale. There is near to my place a farm to be sold; it consists of 200 acres, 100 cleared, good house and excellent outbuildings and 29 acres wheat for £450; 300 to remain upon the property. It would suit my brother Edward, if he would leave the old sod. If a person would come here with some money he would double it in a very short time. A person with a thousand pounds may do wonders speculating in land. It is now up to one dollar per acre all through the province. . . .

Thos. Paddock.

From One

30 June, 1835,

Salop Hill, near Galt,

Dumfries, Upper Canada.

. . . We have been highly favoured by the Almighty in being preserved from the cholera that raged so in our neighbourhood last summer. I hope and trust that it will not ap-

pear amongst us again. The deaths were very numerous and whole families swept away by the dreadful complaint. Many farmers suffered much in not being able to attend to their harvest. I myself cut eighteen acres of wheat for a neighbour of mine who is a Dutchman and whose family was afflicted with the cholera. He lost one son. It answered very well to me as I had not any wheat and my spring crops were not ready. I have had fifty measures of wheat for my trouble and we completed it in ten days with the assistance of a Shropshire man, the only countryman I have seen in the province. His name is Edward Hughes, native of Wellington, is a relation of John Pollit, has been in the Third Dragoon Guard, is a very steady man and has been with me four months. He gave me great assistance. He has been in the country three years and knows the nature of the work better than myself. He has left me for the winter, will return to me in the spring if I want him. He wishes to be remembered to John Pollit should you see him.

I must here mention that I am extremely obliged to you and my brothers for the money that you have sent me, it has been paid to me and it has established my credit and let people know I have friends at home. I have paid my instalment for my land and what I owe. It seems you sent me £101 which Mr. Shade has accounted to me. We are getting very happy, although we should like to see you all but it is not a day's journey. I think, with the assistance of God, in a short time we shall be comfortable.

I assure you it is hard work to clear land when it is hickory timber. When cleared it is the best land. I begin to think well of my large timber. Galt is going to be a very large place; there are fifty houses to be built this next summer. I sold a great deal for that purpose. We expect a steam vessel up the Grand River from Lake Erie in a short time to Galt which will make it a place of great trade.

I have more and better timber than anyone in the neighbourhood. I have 300 saw logs to take to the saw mill this winter which is one mile and a quarter from our place. We draw them on sleighs with a yoke of oxen and two logs will contain 600 feet of boards. The boy and myself load and unload them with the help of our oxen very quickly. The saw mills have one half for cutting them. We have trees that will cut six logs. We shall have a very busy summer. This fall I intend to build us a better house; the one that we live in now is what they call a shanty, put up with small logs; besides to clear about 20 acres to sow wheat upon . . .

Our stock consists of two yoke oxen, two cows, ten sheep and twelve beautiful pigs as ever was at Ridge. We have killed four pigs and another to kill. You would scarcely know your nephews they are grown so much. You will be surprised when I tell you we have the best bread, best pork in the world and potatoes cannot be better. We are not at a loss for anything except cheese and beer, but with God's assistance we will make both shortly. We can boast of one comfort here that you have not, viz.—no tithes nor but little taxes to pay. The assessor of taxes called upon me yesterday and I shall have the enormous sum of 3/6 to pay next Christmas. Any person that cannot do at home, let him come here if he is industrious; if not, better stop at home; here is a great field for improvement and a vast labour to be done. All mechanical labour is very high and common labour also. A man will not work for you under £3 per month with board and lodging. Wheat is very low here at present, not more than 3/ per bushel. . . .

This country is much like England about the time our grandfather was a boy. We have good fires on the hearth, and the farmer's and his family's clothing is home-made. . . . Land is advancing in price rapidly, what was selling two years since for 15/ is double and improved land is selling very high, although if a man that has a family would land here with £400 in his pocket he may purchase a farm of 200 acres with more than a hundred cleared, stock and everything to his hand for that money. It is no use any person coming here unless he has a family to assist. If he is obliged to hire his work, wages are so high, that it would not pay him. . . .

Thos. Paddock.

Barnabus Devitt

Barnabus Devitt was born in New Jersey March 25, 1807. He came to Canada with his parents in 1817 and settled on the old Daniel C. Snyder farm west of the Town of Waterloo.

On May 1st, 1831, he married Magdalena Shoemaker. Mr. and Mrs. Devitt lived in the Town of Waterloo until 1851 when they moved to Bridgeport, where he and Elias Eby entered into partnership in the milling business. After being in business for some time he sold his interest to the late Jacob B. Eby and purchased the beautiful farm now in possession of Tilman Shantz (1945). Here he resided until a few years previous to his death when he moved again to Waterloo and died January 20th, 1891.

Barnabus Devitt was a son of Dennis Devitt, who came to New Jersey from the north of Ireland. Dennis Devitt's father went to Ireland from Scotland and was a relative of Bobby Burns.

Magdalena (Shoemaker) Devitt

Magdalena (Shoemaker) Devitt was born in Frederick Township, Montgomery County, Pennsylvania, on November 20th, 1811. She came to Canada with her parents in 1829. On May 1st, 1831, she married Barnabus Devitt and lived in the Town of Waterloo.

She was a descendant of Jacob Shoemaker, who was born in Switzerland and came to Pennsylvania with his parents when he was very young.

BRIEF BIOGRAPHIES

Leaders in all phases of community activity passed in 1950.

Wilfred Carlisle

Wilfred Carlisle, superintendent of agencies of The Mutual Life Assurance Company died New Year's Day.

Philip Gies

Philip Gies died March 5th. He was chairman of the Kitchener Water Commission for many years. He was founder of the Philip Gies Fountry Ltd.

Fred Krug

Fred Krug died April 30th. He had been identified with fraternal organizations, service clubs and charitable enterprises.

William Frederick Hessenaur

William Frederick Hessenaur, a prominent shoe merchant and later a realtor for years, died May 4th.

Rev. Stanton Lautenschlager

Rev. Stanton Lautenschlager died at Wooster, Ohio, on June 7th. Formerly a pastor of Alma Street United Brethren Church and also served as a missionary in China.

Mrs. Rose Motz

Mrs. Rose Motz died July 18th, 1950. A lifelong member of St. Mary's R.C. Church, was prominent in its organizations and activities.

John Bruegeman

John Bruegeman died October 5th, 1950. He was a Waterloo tailor and also well known in musical circles.

Dr. Isaiah Bowman

Dr. Isaiah Bowman, president emeritus of Johns Hopkins University, died January 6th, 1950, at Baltimore. He was a native of Waterloo, Ont.

Born December 26th, 1878, he started teaching at 18 but continued his own education with study at Michigan State Normal, at Harvard and Yale Universities. He was awarded his doctor's degree at Yale in 1909 and continued as an assistant professor until 1915. He went to Johns Hopkins in 1935.

He was a close adviser of President Wilson when he advanced his League of Nations plan. He gave similar help to President Roosevelt during preliminary work of the United Nations. He was a member of the U.S. Delegations to Dumbarton Oaks conferences which founded the United Nations in 1945.

On June 28th, 1909, he was married to Cora Olive Goldthwait, of Lynn, Mass. They had three children, Walter P., Robert G. and Olive, the wife of Walter H. Gerwig.

Henry Knell

Henry Knell of Kitchener, passed away April 10th, 1950. Born November 27th, 1866 in Kitchener, he was the son of the late Mr. and Mrs. Henry Knell. He was formerly chairman of the board of directors of the Economical Mutual Fire Insurance Company. He also served as a director of the Waterloo Trust and Savings Company and as a director of the Waterloo Bond Corporation.

Mr. Knell was a member of St. Peter's Lutheran Church and a member of Grand River Lodge, A.F. & A.M. and the Scottish Rite. Surviving is a niece, Miss Erna Hailer. Two brothers and two sisters predeceased him.

Reinhard D. Lang

Reinhard D. Lang, for many years a prominent Kitchener merchant, passed away April 25th, 1950. Born in Kitchener May 7th, 1860, the son of the late Mr. and Mrs. Henry Lang.

He was a partner in the former Lang, Treacy Co. Ltd. Mr. Lang was an active member of the local Baptist Church, and its treasurer for years. His wife, the former Bertha Skinner, predeceased him in 1943. He is survived by one son, Arthur Lang, Waterloo. He leaves one brother, Edwin D. Lang and two sisters, Miss Clara Lang and Mrs. Ella Hallman, both of Kitchener.

Benjamin F. Stumpf

Benjamin F. Stumpf died May 26th, 1950. Born in Hanover, he was the son of the late Rev. John Stumpf and Mary

Schiedel. As sales representative for J. C. Wilson & Co. of Montreal, he travelled Northern and Western Ontario for many years.

Mr. Stumpf was a member of the King Street Baptist Church, Kitchener. Surviving him are his wife, the former Dena Pequegnat, one son, P. Armand, and two daughters, Mrs. Beatrice Bentley of Toronto and Mrs. Steele (Marjorie) Mackenzie of Waterloo. One brother, Louis of Colden, N.Y., two sisters, Mrs. H. F. Clarke, Toronto, and Mrs. W. Redman of Tonawanda, N.Y.

David B. Betzner

David B. Betzner died June 5th. He was born near St. Jacobs, the son of the late Mr. and Mrs. David Betzner. He married Fannie Hess of Lititz, Pa., in 1911.

Mr. Betzner was responsible for the opening and building up of the east end of Kitchener. Betzner Ave., Pandora Ave., and other streets in this district were formerly owned by him.

A member of First Mennonite Church, he was trustee and treasurer of the church for many years. Mr. Betzner was elected treasurer of the Waterloo County Pioneer Memorial Association, formed by the Waterloo County Historical Society, and was an active worker on the project. He was the last surviving member of the David Betzner family of seven sons.

Surviving is one daughter, Mrs. Isaac L. (Helen) High of Vineland. One son, David Leo Betzner, predeceased him in 1923.

Allan R. G. Smith

Allan R. G. Smith, one of Waterloo County's pioneer conservationists, died June 9th, 1950. Born and educated in Wilmot Township, he was a leader in agriculture and a recognized seed expert. Up to the time of his passing he was secretary of the New Hamburg Board of Trade and Service Clubs.

For a number of years he lectured on seeds, travelling on the special Dominion seed train from coast to coast.

For 25 years he operated a farm and later took up residence in New Hamburg. He was a promoter of the Wilmot Agricultural Society and its former secretary. Formerly, he was people's warden of St. George's Anglican Church. Mr. Smith was a Past Master of New Dominion Lodge, A.F. & A.M.

Surviving him are four daughters, Mrs. D. A. (Helen) Gall, Mrs. Lloyd (Margaret) DeBus, Mrs. John (Joanne) Marsland and Miss Janet.

Mrs. Martha Breithaupt

Mrs. Martha Breithaupt, widow of W. H. Breithaupt, died September 21st. Born in Montreal July 24th, 1865, the daughter of the late Mr. and Mrs. John Murphy, she completed her education at McGill University, graduating in 1888 with the bachelor of arts degree.

Mrs. Breithaupt was a charter member of the Victorian Order of Nurses, Kitchener Branch. She attended Zion Evangelical Church.

On February 1st, 1898, she was married at Montreal to W. H. Breithaupt of Kitchener, who predeceased her on January 26th, 1944. Mrs. Breithaupt is survived by her son, Philip W. of Toronto, and daughters, Mrs. E. S. (Margaret) Sargeant, Toronto, and Mrs. G. H. S. (Martha) Dinsmore, Montreal. One sister, Miss Louise I. Murphy, Montreal, also survives her.

Dr. Frank R. Harvey

Dr. Frank R. Harvey, F.A.C.S., of Highland Road West, Kitchener, died August 29th, 1950. Born at Arthur, he was the son of the late Mr. and Mrs. John T. Harvey. Dr. Harvey was a graduate of the faculty of medicine at the University of Toronto and did post-graduate work in New York. He was a fellow of the American College of Surgeons, a member of the North Waterloo Medical Society and also of the Ontario and Canadian Medical Associations.

Dr. Harvey served in the First World War with the Canadian Medical Corps in France.

He practised in Saskatchewan and in Edmonton, Alberta, before he came to Kitchener.

He was a member of the Masonic Order. He was an adherent of Trinity United Church.

Surviving is his widow, two sons, Milne and Francis Jr., and a daughter, Barbara Ann at home. Two brothers survive, William A. and Dr. Milne C., and a sister, Mrs. W. A. McGown.

Miss Mary Urie Watson

Miss Mary Urie Watson, the first principal of the Macdonald Institute, O.A.C., Guelph, passed away at her home at Ayr on September 13th, 1950.

Miss Watson was one of the village's most prominent citizens. She was the daughter of the late John Watson, founder of the Watson Manufacturing Company. Miss Watson was principal of the Macdonald Institute from 1903 until her retirement in 1920.

She was a graduate of the Philadelphia College of Domestic Science and also of Teachers' College of Columbia University, N.Y. Before going to Guelph she was principal of the Ontario Normal School of Domestic Science and Art, Hamilton. She also taught under Miss Hope at the Hamilton Normal School. During the First World War she was appointed to the Canadian Food Board and the convener of the Knitting Division during the Second World War.

In July she was made an honorary member of the Canadian Home Economics Association and the Canadian Dietetics Association.

She is survived by two nieces, Mrs. James H. Lovett, Toronto, and Mrs. William Gerrard, Georgetown, California, and two nephews, A. Wyllie Watson of Ayr and John Bryant of Sacraments, California.

George Hainsworth

George Hainsworth, a Kitchener Alderman and one of hockey's all-time greats, died October 9th.

John B. Dalzell, K.C.

John B. Dalzell, K.C., known as the dean of the legal profession in Waterloo County, died at his home on July 14th in his 97th year. Mr. Dalzell had lived in Galt for the past 50 years. He had been a rural school teacher in early life, later going to Osgoode Hall to take his law training. After graduation he joined the firm of Dalzell and Barrie. He had also served as city solicitor in Galt for about 30 years.

